

# The Mining Journal

## AND ATMOSPHERIC RAILWAY GAZETTE,

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

No. 522.—Vol. XV.]

LONDON: SATURDAY, AUGUST 23, 1845.

[PRICE 6D.]

**ELIGIBLE MINING INVESTMENT.—FOR SALE, BY PUBLIC AUCTION, on Friday, the 29th instant, at Wright's Hotel, Liskeard, at Three o'clock in the afternoon (unless previously disposed of by Private Contract), all that promising LEAD MINE, called GREEN VALLEY, situated in the parish of Beer, Devon, on the banks of the Tamar, opposite Calstock, with all the materials thereon, including an excellent steam-engine of the best construction, and quite new; and every other requisite for effectually working the mine.**  
There is at present a promising lead lode, and abundance of fluor spar in sight, and an extension of the vein southward is offered the adventurers.—For further particulars, or to treat for the purchase, apply to the purser, Samuel Phillips, Liskeard.  
Dated August 11, 1845.

**MERIONETHSHIRE.**  
**FREEHOLD PROPERTY TO BE SOLD, BY AUCTION, by Mr. W. EVANS, at the Golden Lion Inn, in the town of Dolgelly, on Tuesday, September 2, 1845, between the hours of Five and Seven o'clock in the evening, subject to such conditions as shall be then produced, all that capital FARM-HOUSE, FARM, and LANDS, situated in the parish of LLANABER, in the county of Merioneth, called CAEGWIAN, consisting of 300 acres, or thereabouts. The property is situated within a short distance of the high road leading from Dolgelly to Barmouth, and is distant from the latter three miles only. Its aspect is nearly south; and, with a little outlay, a comfortable residence may be made. To gentlemen interested in MINING, it is attractive, as possessing many indications of ORE; and, from recent opening, one of a very superior quality was got. The value of this property will be greatly enhanced upon the formation of the intended railway to FORTHYLLAN, which must pass through or within a short distance of it.—Samples of ore are left at the office of the Mining Journal and Railway Gazette, 26, Fleet-street, London.**

For further particulars apply to Mr. W. H. Roberts, Hendrecoed, Barmouth; and also at the offices of Messrs. Owen and Griffith, solicitors, Dolgelly.

**ESTATE IN LANARKSHIRE, desirable as a RESIDENCE and INVESTMENT, and embracing a large MINERAL FIELD.—TO BE SOLD, BY PUBLIC AUCTION, within the Royal Exchange Sale Rooms, Glasgow, on Wednesday, the 17th September next, at Two o'clock in the afternoon, the**

**ESTATE OF AUCHINGRAY AND WHITESIDE, situated in the parishes of New Monkland and Shotts—twenty-six miles from Edinburgh, and sixteen from Glasgow, containing between 2000 and 3000 Scotch acres.**  
The MINERALS are likely to prove of very great value. There is a large quantity of workable COAL of excellent quality, and there are many appearances of IRONSTONE in different places. The Slomanan Railway passes through the lands, which are only about eight miles distant by railway from the large iron-works in the district around Coatbridge. The MANSON-HOUSE, which is large and commodious, is situated about a quarter of a mile from the turnpike-road from Edinburgh to Glasgow—was built in 1812, and stands upon a rising ground, commanding an extensive prospect, overlooking a sheet of water, of 300 acres, and surrounded by thriving plantations, through which are numerous gravel walks.—The offices are in every respect suitable and in good repair; the garden contains nearly two acres, surrounded by a wall; and the pleasure-grounds were laid out with much taste, and at great expense, by the late Robert Haldane, Esq.  
There are between 300 and 400 acres of wood on the property, laid out for shelter, and to suit the varieties of the ground. The farms are of different sizes, the standings in good repair, several of them new, and all of easy access.

There is abundance of game on the estate, and fish in the reservoir, also in the Black Loch, on the north boundary of the property.  
An estate so desirable, both as a residence and investment, is rarely to be met with at so short a distance from the two largest cities in Scotland, while its situation in a mineral district, with constantly extending railway communication and its own productions, recommend it strongly to capitalists.

A large part of the price may remain in the purchaser's hands.  
For particulars apply to R. Haldane, Esq., W.S., 43, North Castle-street, Edinburgh. Mr. Russell, of Eastfield, will give every local information, and the property will be shown on application at the "House of Auchingray."

Messrs. Mitchell, Henderson, and Mitchell, writers, Glasgow, will also afford information to intending purchasers.

**MINE MATERIALS FOR SALE.—Early in SEPTEMBER**  
NEXT, will be submitted for SALE, BY PUBLIC AUCTION, the valuable MINE MATERIALS at WHEEL PRUDENCE MINE, consisting of ONE 50-inch cylinder PUMPING-ENGINE, with two boilers, ONE STEAM WHIM, 26-inch cylinder, and one new blower, with crushing apparatus attached; capstan and shears, 14-inch and other pumps, rods, &c., and a large quantity of other excellent materials—full particulars of which will shortly be advertised.—Dated Wheel Prudence, Aug. 4, 1845.

**CAPITAL, EXTENSIVE, AND VALUABLE SLATE QUARRY, with immediate possession.—TO BE LET, OR SOLD, all that capital, extensive, and valuable QUARRY OF SLATES, of the best quality, now open, and in work, called BILWACH, together with the cottages and other offices attached thereto, situated in the parish of PENMACHNO, in the county of Carnarvon. The above quarry has been worked for about twenty years, and is situated within two miles only of the Ffestiniog Railway, along which is conveyed the slate from the neighbouring extensive quarries to Portmadoc; and, by a comparatively small outlay, a road might be made from the above quarry to the said railway. It is also situated about fourteen miles from Trefriw Quay, on the River Conway—an excellent shipping for vessels of large tonnage. The quarry is capable of being extensively and profitably worked by an experienced and spirited capitalist, who will find the above well worthy of his notice—terms liberal. Also a comfortable HOUSE, with an extensive FARM.—For further particulars apply (by letter, post paid) to Mr. Mouldale, Gwyndy, Anglesey.**

**WANTED TO PURCHASE, a CRUSHER for LEAD ORES, with or without Steam-Engine attached.—Particulars, with price in either case, to be addressed to Mr. T. Hackett, 26, Birch-lane, London.**

**A GENTLEMAN, thirty-three years of age, wishes for a SITUATION, where activity and confidence would be required, and where the employment would be principally out of doors. References can be given, and security to the amount of £1000, or more, if required.—Address, "R. P." Post-office, Plymouth.**

**VENTILATION OF COAL MINES.—BIRAM'S PATENT ANEMOMETER, made and sold by J. DAVIS, optician, Derby.—Particulars, on application to the patentee (B. Biram, Esq., Dentworth, near Rotherham, Yorkshire, or to the maker.**

**TINCROFT MINING COMPANY.—Notice is hereby given, that a DIVIDEND (being the ninth) of FIVE SHILLINGS per share has been declared by the directors of this company, and that the same will be PAID to the shareholders on Wednesday next, the 27th inst., and succeeding Wednesdays, between the hours of Twelve and Four o'clock.—The certificates will be required to be left at the office two clear days, in order to be examined and marked.  
44, Finsbury-square, August 21, 1845.**

**TRELEIGH CONSOLIDATED MINING COMPANY.—Notice is hereby given, that the period for PAYMENT of the CALL of FIVE SHILLINGS per share, made on the 30th of June last, will EXPIRE on SATURDAY, the 30th inst., and that all calls must be paid on or before that day.  
By order of the board, ROWLAND NICHOLSON, Sec.**

**UNITED MEXICAN MINING ASSOCIATION.—Notice is hereby given, that a DIVIDEND of SEVEN SHILLINGS and SIXPENCE per share will be PAYABLE at the office of the association on and after Wednesday, the 13th of August next, between the hours of Eleven and Three.—Forms for claiming the dividend personally, or by power of attorney, may be obtained at the company's office, and must be left three clear days for examination previous to payment.  
By order of the court of directors, JOHN MATHER, Sec.  
Great Winchester-street, London, July 30, 1845.**

The holders of scrip shares will not be entitled to receive the dividend until their shares are registered.

**EUROPEAN LIFE INSURANCE AND ANNUITY COMPANY.**

Established Jan., 1810.—Endorsed by Special Act of Parliament, 7 and 8 Vic., cap. 48.

OFFICE—No. 10, CHATHAM-PLACE, BLACKFRIARS.

**BOARD OF DIRECTORS.**

JOHN ELLIOT DRINKWATER-BETHUNE, Esq., 80, Chester-square, Chairman

John Elvett Carnar, Esq.

John Gresham Harris, Esq.

Henry H. Harrison, Esq.

Thomas Hunt, Esq.

William Faxon Jervis, Esq.

John Thoyts, Esq.

Physicians—Thomas Thomson, M.D.; Hy. Davies, M.D.

This OLD ESTABLISHED SOCIETY has recently received ADDITIONAL POWERS, by Special Act of Parliament, and affords FACILITIES in effecting INSURANCES to suit the views of every class of insurers.

PREMIUMS are received yearly, half-yearly, or quarterly, or upon an increasing or decreasing scale.

Two-thirds of the profits are added perpetually to the policies of those insured for life; one-third is added to the guarantee fund for securing payment of the policies of all insurers.

The LAST bonus under this provision was declared on the 27th day of June, 1845, being an additional bonus of 10 per cent. on all the premiums paid by the holders of policies of insurance for the whole term of life, with corresponding additions to holders of policies of endowment.

Those who are insured to the amount of £200 and upwards for the whole term of life, are admitted to vote at the half-yearly general meetings of the proprietors.

DAVID FOGGO, Secretary.

**REMINGTON'S LINE.**  
**LONDON AND MANCHESTER DIRECT INDEPENDENT RAILWAY.—**The acting committee of this undertaking beg to announce, that they have arranged with the Leicester, Ashby-de-la-Zouch, Burton-upon-Trent, and Stafford Junction Railway Company, for an AMALGAMATION with that undertaking, and that they have agreed either to pay back to the scrip-holders of the Leicester and Stafford Company their deposits in full, within fourteen days from the 1st of September next, or to give in exchange for the Leicester and Stafford scrip an equal amount of scrip in the London and Manchester Direct Independent Railway, on their declaring their option, by letter, addressed to Messrs. Sir George Stephen and Hutchinson, 29, Moorgate-street, London, on or before the 23rd day of August next.  
By order, HENRY MATTHEWS, Secretary.

**REMINGTON'S LINE.**  
**LONDON AND MANCHESTER DIRECT INDEPENDENT RAILWAY.—**The committee of management of this undertaking beg to inform the applicants for shares, that the allotment has at length been completed, and that the allotment letters have been issued, but that in consequence of the number applied for having greatly exceeded the number at the disposal of the committee, they have been compelled to pass over the applications of many respectable parties, and they request that all persons not receiving allotment letters, will accept this statement as an apology for their request not being complied with.  
By order, HENRY H. MATTHEWS, Secretary.

**DIRECT EAST AND WEST JUNCTION RAILWAY, COMMENCING AT KIDDERMINSTER AND ENDING AT HEREFORD.**  
(PROVISIONALLY REGISTERED.)

Capital £800,000, in 32,000 shares, of £25 each.—Deposit £2 15s. per share.

PROVISIONAL COMMITTEE.

Parry, Major-General Sir Love Parry Jones, Madryn, Carnarvonshire, Director of the North Wales Railway

Prosser, Sir George William, Bart. Theobalds

Hamilton, the Hon. G. F. Burwarston, Salop

Hare, Sir John, Langham-place, Director of the Nottingham and Boston Railway Co.

Arnold, Henry, Esq. Uttoxeter, Director of the Derbyshire, Staffordshire, and Westchester Junction Railway

Brindley, Thomas, Esq. Uttoxeter

Benwell, George, Esq. Uttoxeter

Bell, Benjamin, Esq. Uttoxeter

Barker, Captain, Regent-street, London

Cooke, the Rev. J. Uttoxeter

Croft, Major J. T., Regent-street, Piccadilly, Director of Remington's London and Manchester Railway Company

Clarke, Jeremiah, Esq., Macclesfield, Director of Remington's London and Manchester Railway

Gutch, John Matthew, Esq. Banker, Worcester, Director of Remington's London and Manchester Railway Company

Green, Charles, Esq. Darlaston

Gilpin, Messrs., Wedges Mills, Cannock

Griffiths, William, Esq. Park House, Wellington

Garle, William, Esq. Uttoxeter

Garle, Samuel, Esq. Uttoxeter

Haines, Samuel, Esq. Chad House, Edgbaston, Director of the Leicester and Birmingham Railway

Holford, John, Esq. Manchester, Director of Remington's London and Manchester Railway Company

Hammerley, Robert, Esq. Leek

Johnson, D. T., Esq. Alderman Churchyard, London, Director of Remington's London and Manchester Railway Company

Johnson, Richard William, Esq. Moorgate, Director of Remington's London and Manchester Railway Company

Keene, John Joseph, Esq. St. John's Wood, London, Director of the National Bank of Ireland

King, William, Esq. Director of the Freemasons' Life Assurance Company

Lees, David, Esq. Wednesbury

Lussater, James, Esq. Uttoxeter

Minors, John, Esq. The Parks, Uttoxeter

Macmoran, A. M. Esq. 58, Cambridge-street, Hyde-park

Marston, Francis, Esq. Magistrate of Salop

Metcalf, Horace William, Esq. B.C.L., London, Director of Remington's London and Manchester Railway

Mathew, John Mee, Esq. Assistant Tithe Commissioner, and Director of the Agricultural Cattle Assurance Company

Pierpoint, J. M., Esq. Worcester, Director of the Welsh Midland Railway

Puffney, Captain Douglas Khunard, Parliament-street, London, Director of the Nottingham and Boston Railway

Riley, W. P., Esq. Bilston and Pendeford House, Wolverhampton

Sant, Edward, Esq. Cannock

Smith, William, Esq. Derbyshire, Director of the Tean and Dove Railway

Speers, E. J., Esq. Carlton Villas, London

Stevenson, Thomas, Esq. Director of the Medical Assurance Company, Irish Great Western Railway, and Remington's London and Manchester Railway

Tyler, George, Esq. Holloway-place, London

Waller, Major James, St. James's-square, director of Remington's London and Manchester Railway Company

Wood, William, Esq. Chetwynd House, Newport

Wood, John, Esq. Wednesbury

**BANKERS.**

Messrs. Rogers, Olding, and Co., Clement's-lane

The Union Bank of London, 4, Pall-mall East

**SOLICITORS.**

John Owens, Esq. 35, Moorgate-street, London

J. A. J. Macgregor, Esq. 26, Suffolk-street, Pall-mall, London

This important line of railway is forty-two miles in length, will commence at the railway station of the Oxford, Worcester, and Wolverhampton Railway at Kidderminster, and will proceed from thence by way of Tenbury and Leominster to Hereford, where it will join the Hereford and Monmouth, and all the other lines of railway which converge from Hereford, and run into the west of England, and the immensely populous coal, iron, and copper districts of South Wales, and the important district of central Wales.

The intended railway will, by means of its connection with the Derbyshire, Worcester-shire, and Staffordshire Junction, and that portion of the Oxford, Worcester, and Wolverhampton which runs from Dudley to Kidderminster, complete the great chain of railway communication between the clothing districts of Yorkshire, the coal and iron ore districts of Derbyshire and Staffordshire, and the large mineral districts of South Wales. At Tenbury it will form a junction with the Worcester and FORTHYLLAN intended railway, and will be the only means of enabling Birmingham, Wolverhampton, Wednesbury, Walsall, Coventry, Dudley, Stourbridge, and the other surrounding towns to avail themselves of the great outlet from England to Ireland by means of FORTHYLLAN, the future out-port for Ireland.

It will likewise form the nearest route to the north of England, Manchester, and Liverpool, from South Wales, and be a direct line from the centre of Wales into the midland counties. Thus the coal and other minerals, and the extensive and constantly increasing iron-works of Staffordshire, Worcestershire, and Derbyshire, the manufactures of Lancashire and Yorkshire, the salt-works of Cheshire and Westmoreland, and the agricultural produce of Wales, Herefordshire, and South Shropshire, will have a direct and cheap transit. This railway is essential to complete the direct east and west traffic. The traffic of the populous districts embraced by the undertaking, will afford sufficient remuneration to the shareholders, and a vast augmentation of revenue which will arise from the through traffic will make the stock of the company produce 9 per cent.

So convinced was an important railway company of the great traffic which would run upon this line that they bought up the promoters of a similar undertaking at a considerable expense.

The line is free from engineering difficulties, and gradients highly favourable. The directors reserve the power of adopting the atmospheric principle and wide gauge, if approved of. The preference will be given in the allotment of shares to persons locally interested in the line, and no shares will be appropriated except to persons who shall give satisfactory references.

Applications for shares must be made to the solicitors of the company: or to Messrs. Owens and Greene, solicitors, Newtown, Montgomeryshire; and to the following share-brokers:—Messrs. Prosser and Evans, 29, Lothbury, London; Mr. Miles, Worcester; Mr. Thos. H. Wheeler, Worcester; Messrs. Townley and Whitehead, Liverpool; Messrs. Cameron and Co., Liverpool; Mr. Morris Reynolds, Liverpool; Mr. Richard E. Hine, Macclesfield; Mr. James Janieson, Leeds; Messrs. Wellbeloved and Quaker, Leeds; Mr. Frederick Stamp, Hull; Mr. Thomas Boardman, Blackburn; Mr. George Clark, Bradford; Mr. Wm. Mason, Bradford; Mr. Wm. Cronheim, Halifax; Mr. Charles Spencer, Nottingham; Messrs. Eyre and Shaw, Derby; Messrs. Grayston and Earle, York; Mr. E. H. Arncliffe, Wakefield; Mr. Jas. Stokes, Cheltenham; Mr. Joseph Clark, jun., Southampton; Messrs. Tate and Nash, Bristol; Messrs. Beaumont and Langworthy, Exeter; Mr. Thomas Sandford, Exeter; Mr. J. S. Holland, Coventry; Messrs. Houghland and Leese, Manchester; Messrs. Cardwell and Sons, Manchester; Messrs. A. Birchall and Co., Manchester; Messrs. T. N. Bardwell and Sons, Sheffield; Mr. W. H. Collis, Birmingham; Mr. L. Wetherburn, jun., Huddersfield; Messrs. Payne and Freer, Leicester; Mr. Nicholson, Edinburgh; Messrs. Duncan and Hutchinson, Glasgow; and Messrs. Latertouche and Stafford, College-green, Dublin.

**FORM OF APPLICATION FOR SHARES.**

To the Provisional Committee of the Direct East and West Junction Railway Company.

Gentlemen,—I request that you will allot me \_\_\_\_\_ shares of £25 each in the above proposed railway, and I undertake to pay the deposit of £2 15s. per share thereon, or on any less number you may appreciate to me, and to execute the subscribers' agreement and Parliamentary contract when required.—Dated this day of \_\_\_\_\_ 1845.

Name \_\_\_\_\_

Residence \_\_\_\_\_

Trade or profession \_\_\_\_\_

Reference \_\_\_\_\_

**DIRECT EAST AND WEST JUNCTION RAILWAY.—**In consequence of the alteration of the Standing Orders of the House of Lords, it has been necessary to increase the amount of the deposit on this railway to 10 per cent.  
JOHN OWENS,  
J. A. J. MACGREGOR, Esq., 26, Suffolk-street, } Joint Solicitors.  
Pall-mall, London.  
Company's Office, 25, Moorgate-street.

**LEICESTER AND TAMWORTH JUNCTION RAILWAY.**  
—NO FURTHER APPLICATIONS for SHARES in this company can be received, except from parties locally interested, or shareholders in the Trent Valley Railway, who must apply on or before Monday, the 25th day of August inst.  
4, Coleman-street, London, August 18, 1845.  
J. E. RATHBONE, Sec.

**LYNVI IRON COMPANY.—**Notice is hereby given, that the ANNUAL GENERAL MEETING of shareholders in this company will be HELD at 21, Moorgate-street, on Friday, the 29th inst., at One o'clock precisely.  
By order of the board, F. W. GIBBON, Secretary.

**ASSAYING AND MINERAL ANALYSIS.—IMPORTANT**  
TO THE PROPRIETORS AND SHAREHOLDERS OF MINES, &c.—Messrs. MITCHELL and FIELDS'S LABORATORY IS OPEN TO GENTLEMEN for INSTRUCTION in all BRANCHES of ASSAYING, MINERAL ANALYSIS, and GENERAL CHEMISTRY; ASSAYS and ANALYSES conducted as usual.—For terms address to Messrs. Mitchell and Field, assayers, &c., 5 A, Hawley-road, Kentish-town, London.

**THE PATENT GALVANISED IRON COMPANY**  
call PUBLIC ATTENTION to the following, amongst other GREAT WORKS executed with their patent article:—

The ROOFS of the NEW HOUSES OF PARLIAMENT, at Westminster.

The SLIPS, or SHEDS, for building "first-rates," in the ROYAL DOCKYARDS, at Woolwich, Portsmouth, Deptford, &c. (the latter visible in passing down the Thames, and is an object of great beauty, having a centre span of eighty-two feet). The Timber Sheds, and other buildings, in the Royal Dockyards, are also being roofed and constructed with this fire-proof material.

The BUOYS and other MARINE WORKS of the Honourable Corporation of the Trinity House have for two years been CONSTRUCTED with the Galvanised Iron, which resists effectually the action of sea water.

The celebrated ELECTRIC TELEGRAPHS of Messrs. Cooke and Wheatstone are CONSTRUCTED exclusively with the company's Galvanised Wires, &c.

And this indestructible iron, under all common influences—viz., sea water, saline or damp atmospheres, is admirably adapted for

ROOFING in all climates, being Fire, Hurricane, and Lightning proof, if a continuous communication be formed with the earth by Galvanised Iron Spouting attached to the roof.

DOCK-WORK, chain or wire rope bridges, wire fences, fire proof buildings, corrugated doors, shutters, greenhouses, conservatories, and an endless variety of purposes.

Roofs of gas works and chemical manufactories.

Ship-building purposes—viz., blocks, bolts in lieu of copper, and knees.

For chain rigging, wire rigging, and sheathing, it is extensively used, and the following CERTIFICATE, amongst many others, is affixed:—

Lloyd's Register, London, February 7, 1845,  
2, White Lion-court, Cornhill.

The undersigned surveyors to this society did, at the request of Messrs. Mallins and Bawling, examine the Patent Galvanised Iron Sheathing upon the bottom of the brig Mary Stewart, lying in Messrs. Curling, Young, and Co.'s dry dock, Limehouse, and lately returned from a voyage to the island of Ichnoe, on the coast of Africa, and found it unbroken, and perfect throughout the vessel's bottom, and no appearance of corrosion or oxide of iron upon its surface. The iron that had been exposed by puncturing the nail holes had become coated with zinc—the sheathing was nearly clean, and free from marine grass and animalcules. It appears to have answered very well during the before-mentioned voyage, and the ship has sailed without it being found necessary to do any repairs to it.

PETER COLEMAN, } Lloyd's Surveyors.  
L. H. RITCHIE,  
JAMES MARTIN.

The company are prepared to supply all articles required, or execute work of every description.

WORKS—London, at Millwall, Poplar, near West India Docks; Staffordshire, Phoenix and Lea Brook Iron-Works—from which corrugated iron and every description of iron, galvanised or otherwise, can be supplied; also, from the South Wales Works, near Bridgend, Glamorganshire.

Office—3, Mansion-house-place, London.

**CAUTION AND NOTICE.**

This GREAT PATENT, like every good one, is invaded, and, by the law's delays (and its miserable state as regards the interests of patentees), the parties are able to evade the consequences some short time longer. The same thing has occurred with other patents. In Neilson's Hot-Blast Patent the invasion went on for years; but one firm only had last to pay upwards of (£120,000) ONE HUNDRED AND TWENTY THOUSAND POUNDS PENALTIES. BUYERS as well as SELLERS are LIABLE, and the PATENTEES will PROCEED AGAINST ALL PARTIES who INVADE this one of the most IMPORTANT INVENTIONS ever brought into use.

Actions are proceeding against Messrs. Morewood and Rogers, Messrs. Walker (Gospey) & Co., and many others.

The company take this opportunity of giving the most unequivocal contradiction to the advertisement issued by Messrs. Morewood and Rogers on 8th August.

**THE PATENT GALVANISED IRON COMPANY.**

NOTICE. The delay in effecting the cancellation of the patent of this company, on the SCIRE FACIAS issued under the act of the late Attorney-General, has been owing to the attorney for the company taking advantage of the patentee's absence out of the kingdom, for obtaining the utmost time to appear and plead. When forced to plead, the COMPANY'S ATTORNEY PUT IN A FRIVOLOUS PLEA, FOR THE SAKE OF DELAY; but the Master of the Rolls, on the application of Messrs. Morewood and Rogers, set aside the plea, and only let the patentee in to plead again, on the terms of pleading instantly, or to the merits, and on other conditions.

In this action against MESSRS. MOREWOOD AND ROGERS THE VERDICT STANDS FOR THE DEFENDANTS. Messrs. Morewood and Rogers, however, out of the judgment on the scire facias, for taxing and suing out EXECUTION on THEIR COSTS.

In the actions against Messrs. Walker, the plaintiffs have discontinued, twice, and paid Messrs. Walker's costs; and the existing action against them waits the judgment on the scire facias. No other actions have been brought, except such as the company abandoned without serving the writs, in order to save the paying of the defendant's costs. So much for the Patent Galvanised Iron Company's misrepresentations and falsehoods as to proceedings against infringers.

In the proceedings against Morewood and Rogers, and Messrs. Walker, and on the scire facias, THE COMPANY HAS BEEN BEATEN AT EVERY STEP, and it is only while they can delay the proceedings—which they have done to their utmost power from the commencement—they can have the boldness to hold themselves forth as a patent company. But the Master of the Rolls has now tightly tied them down to a short existence, unless they resort to some new manoeuvre, for the purpose of obtaining delay.

It will be remembered that the company's witnesses, on the late trial, admitted that the company had worked only by availing themselves of part of the process of Morewood and Rogers. Messrs. Morewood and Rogers, however, have contented themselves hitherto with the superiority of their own articles, rather than incur expense in suing a company, already overwhelmed with litigation and law expenses.

The public will at once perceive that the company, knowing Messrs. Morewood and Rogers' articles to be much superior and preferable to their own, and despairing of success by fair and honourable means, are driven to the necessity of wilful misrepresentation in advertisements in order, if possible, to effect sales—a course of proceeding much more like the dying throes of a bubble company than the conduct of a respectable mercantile association.

8th August, 1845. MOREWOOD AND ROGERS, 2, Steel-yard Wharf, Upper Thames-street.

\* \* The Galvanised Iron Company have directly contradicted the above statement of ours. If they can, they ought, in justice to themselves, to specify wherein we are incorrect, as the public will hardly be satisfied with such a general contradiction. In answer to the law's delays, see the letter of our solicitor in another column.

**PATENT GALVANISED IRON COMPANY.—NOTICE.**

This patent was decided by the Jury, in Patten v. Holland, tried in the Common Pleas in February last, to be invalid, and their verdict has not been set aside. The delay in actually cancelling the patent by the scire facias issued for that purpose is solely ascribable to the patentees resorting to frivolous and dilatory measures for postponing the proceedings—thus showing that they well know how such proceedings must terminate.

**PATENT GALVANISED TINNED IRON.**

MOREWOOD AND ROGERS' PATENT.

THE PATENTEES beg to call the attention of the PUBLIC to the ABOVE METAL, which is being USED extensively by the LORDS COMMISSIONERS OF THE ADMIRALTY, the BOARD OF ORDNANCE, and OTHER PUBLIC BODIES.

**FOR ROOFING AND OTHER PURPOSES.**

The large WAREHOUSES and SHEDS in the LIVERPOOL DOCKS have had the ZINC with which they were formerly covered STRIPPED OFF, for the purpose of being COVERED WITH IT; and the NEW DOCK WAREHOUSES of that city are likewise being COVERED WITH THIS METAL.

It is peculiarly ADAPTED for RAILWAY STATIONS, as forming a light, strong, and incombustible covering.

THIS PROCESS IS THE ONLY ONE by which the QUALITY of the IRON IS PRESERVED, instead of being injured; and it is, therefore, so very valuable, that it may be worked up with the greatest ease into articles of all descriptions.

Further information may be obtained on application at the company's office.

No. 9, STEEL-YARD, UPPER THAMES-STREET.



## LEEDS, HUDDERSFIELD, SHEFFIELD AND SOUTH STAFFORDSHIRE DIRECT RAILWAY.

(Provisionally Registered.)

Capital £1,700,000, in 68,000 shares of £25 each. Deposit £1 12s. 6d. per share.

PROVISIONAL COMMITTEE.

The Right Hon. the Earl of Shrewsbury, Alton Towers, Staffordshire.  
 Sir William Young, Bart. East India Director, Westbourne-street, Hyde-park-gardens.  
 Arnold, Henry, Esq., Uttoter, Director of Remington's London and Manchester Railway.  
 Askey, John, Esq., Shilton, Staffordshire Potteries.  
 Bell, Benjamin, Esq., Uttoter.  
 Benwell, George, Esq., Uttoter.  
 Blunt, Robert, Esq., Banker, Smallwood Manor, Uttoter.  
 Brindley, Thomas, Esq., Uttoter.  
 Croxley, John Esq., Lamberhurst, Sussex, and Uttoter.  
 Cooke, the Rev. J., Uttoter.  
 Clarke, Jeremiah, Esq., Macclesfield, Director of Remington's London and Manchester Railway.  
 Earp, Thomas, Esq., Uttoter.  
 Gilpin, Wm. Esq. and Co. Wedges Mills, Cannock.  
 Gisle, William, Esq., Uttoter.  
 Gisle, Samuel, Esq., Uttoter.  
 Hamersley, Robert, Esq., Leek.  
 Hedges, Thomas, Esq., Rugeley.  
 Haines, Samuel, Esq., Director of the Leicester and Birmingham Railway, Chad House, Edgbaston.  
 Jones, the Rev. J. P., Vicarage, Alton, Staffordshire.  
 Knight, Edward, Esq., M.D. Stafford.  
 Lawrence, Richard Corbett, Esq., Wandfield Hall, Uttoter.  
 Langley, Henry, Esq., Rakeway House, Cheddle.  
 Lasseter, Richard, Esq., Uttoter.  
 Lowe, Richard, Esq., Cheddle.  
 Metcalf, Horace, Wm. Esq., Director of Remington's London and Manchester Railway, Middle Temple, and Chatham-place.  
 McMahon, Daniel, Esq., Wolverhampton.  
 Nanors, John, Esq., Rugeley.  
 Neill, James, Esq., Rugeley.  
 Minors, John, Esq., Eaton Dove Dale, Derbyshire.  
 Minors, John, Esq., The Parks, Uttoter.  
 Mathew, John Mee, Esq., Assistant Tithes Commissioner.  
 Milner, William, Esq., Tean, Staffordshire.  
 Orton, James, Esq., Woodford, near Uttoter.  
 Palmer, Douglas Kinnaird, Captain, Director of the Nottingham and Boston Railway, Parliament-street, London.  
 Phillips, William, Esq., Springfield House, Uttoter.  
 Shipton, Robert, Esq., Scropton, Derbyshire.  
 Smith, Charles, Esq., Alton, Staffordshire.  
 Smith, Thomas, Esq., Blore Hall, Staffordshire.  
 Smith, William, Esq., Sedall, Derbyshire.  
 Smith, Wm. Esq., Derbyshire, Director of Tean and Dove Valley Railway.  
 Spence, John Vere, Esq., Kensington, Middlesex.  
 Spies, E. J. Esq., Carlton Villas, London.  
 Sant, Edward, Esq., Cannock.  
 Stevenson, Thomas, Esq., Director of the Medical Assurance Company, Irish Great Western Railway, Remington's London and Manchester Railway.  
 Woolrich, Thomas, Esq., Uttoter.  
 Wood, Charles, Esq., Uttoter.  
 Weston, Thomas, Esq., Tean, Staffordshire.

BANKERS.

Messrs. Rogers, Olding, and Co. Clement's-lane, London.  
Messrs. Barnard, Dimsdale, and Co. Cornhill, London.

SOLICITORS.

John Owens, Esq., 35, Moorgate-street, London.  
William Arnold, Esq., 29, Lathbury, Worcester.  
ENGINEERS—Sir John Rennie, F.R.S., George Remington, Esq., C.E.

LOCAL AGENTS.

Armishaw, J. Esq., Rugeley.  
 Bolton Thomas, Esq., Wolverhampton.  
 Bolton, John, Esq., Dudley.  
 Eglington, A. Esq., Lichfield.  
 James J. Green, Esq., Walsall.

This line of railway, which is about sixty-five miles in length, is intended to commence at Uttoter (the terminus of the proposed Derbyshire, Staffordshire, and Worcestershire Junction Railway), and to proceed to Sheffield and Huddersfield. It will form a direct communication between two of the most important manufacturing and mining districts in England—viz., South Staffordshire and Sheffield, and Rotherham in Yorkshire; the South Staffordshire portion, including Jodley, Tipton, Walsall, Edgbaston, and Wolverhampton.  
 This line will also open a direct railway communication between Leeds, Huddersfield, and the West Riding of Yorkshire and Kidderminster, Worcestershire, Cheltenham, Gloucester, Bristol, Taunton, and Exeter, and with Ludlow, Leominster, Hereford, Brecon, Cardiff, Neath, Swansea, Llanelly, Carmarthen, Milford Haven, Fishguard, Aberystwyth, and with Portlady, the future outlet for Ireland. And also the most direct communication between Leeds and Southampton. The line will pass nearly along the Uttoter and Caldon Canal to a point near Prestwood, in case the canal be purchased by the promoters of this undertaking. It will proceed through Ellaston and Mayfield to Ashbourne, thence near Dovedale, Buxton, and Chapel-en-la-Frith, Woodhead, and Holmfirth, to Huddersfield, where it will join the Huddersfield and Leeds Railway, and so to Thirk. It will open new mines, in addition to those already in work, of lead, coal, iron ore, barytes, and carboniferous and magnesian limestone on the route, in addition to forming a direct, speedy, and cheap communication between the important towns above mentioned. Arrangements have been made with other companies to run into this line from Sheffield. This company reserves the right to raise additional capital to extend the line to Leeds.  
 Many of the above-mentioned mineral productions are essential to the mining districts of South Staffordshire and Sheffield. The North Staffordshire and Derbyshire limestone is much superior to that of South Staffordshire in the fluxion of iron (15 cwt. of the former being equal to a ton of the latter), and producing a better quality of material. At present, the mode of transit is very circuitous and expensive, the line from the Caldon mines having to go by canal round by Etruria, Leek, and the Potteries, to the Dudley and surrounding areas, when, by this railway, it would be taken in a straight line to them, and the Ashbourne, Cromford, Works, and Bakewell, and the Ashbourne, would have an entirely new trade opened to them. The ironstone in the neighbourhood of Sheffield is also becoming very scarce, and great quantities are introduced from Scotland; the same scarcely exists in South Staffordshire; and the route of this line would furnish a good supply, at present not worked, and without a market, both north and south. In addition to these great advantages, a good local market would be opened along the agricultural and other parts of the district, at present very badly supplied with lime and coal, and that of an inferior quality, and by expensive carriage. It is therefore, next to impossible to calculate the enormous traffic which would pour down this line and the Derbyshire, Staffordshire, and Worcestershire Junction Railway.  
 The calculations which have been made show a very large profit.  
 There are large lead and slate quarries on the line which only want an outlet like the one now contemplated to bring them into full work. The coal is of a superior quality.  
 There are also extensive barytes and paint-works at Ashbourne, Cromford, and other places on the line. The scenery of Derbyshire is the resort of vast numbers of tourists; and particular care will be taken in passing of the line near Dovedale, not to interfere with, or change, its beautiful and romantic character. The convenience, therefore, which this line will afford must necessarily cause a great influx of passengers, both on business and pleasure.  
 Ironstone is not so abundant in the South, as in North, Staffordshire, and vast quantities are sent by the tardy, circuitous, and expensive canal company, which this, and other lines of railway meeting at Uttoter, will remedy. The gypsum formation runs from Staffordshire to the Humber, and the demand for this article for building, agricultural, and manufacturing purposes along this line will be great. The timber from the neighbourhood of the Needwood Forest, Banks, Egar, Woods, and Kingston Woods, upwards of 4000 acres, chiefly finds its way to the Manchester market by a like objectionable route; whereas this line would open a direct, easy, and cheap communication to new markets. The line has been viewed prior to a detailed survey, and there are not more than ordinary engineering difficulties. In consequence of the late Parliamentary decisions, it is intended to make this line on the broad gauge principle, but the promoters do not pledge themselves absolutely to do so.  
 Applications for shares to be made to John Owens, Esq., 35, Moorgate-street, London; and William Arnold, Esq., 29, Lathbury, Worcester; or to the following brokers:—Messrs. Freese and Evans, 29, Lathbury; Mr. Miles, Worcester; Mr. Thomas Henry Wheeler, Worcester; Messrs. Townley and Whitehead, Liverpool; Messrs. Cameron and Co., Liverpool; Mr. Morris Reynolds, Liverpool; Mr. Richard E. Hine, Macclesfield; Mr. James Jamieson, Leeds; Messrs. Wellbeoved and Oastler, Leeds; Mr. Frederick Stamp, Hull; Mr. Thomas Boardman, Blackburn; Mr. George Clark, Bradford; Mr. William Mason, Bradford; Mr. William Cronheim, Halifax; Mr. Charles Spencer, Nottingham; Messrs. Eyre and Shaw, Derby; Messrs. Grayson and Early, York; Mr. E. H. Arncliffe, Wakefield; Mr. James Stokes, Cheltenham; Mr. Joseph Clax, Junr., Southampton; Messrs. Tate and Nash, Bristol; Messrs. Beaumont and Langworthy, Exeter; Mr. Thomas Sandford, Exeter; Mr. J. S. Holland, Coventry; Messrs. Houghland and Lees, Manchester; Messrs. Cardwell and Sons, Manchester; Messrs. A. Birchall and Co., Manchester; Messrs. T. N. Bardwell and Sons, Sheffield; Mr. W. H. Collis, Birmingham; Mr. L. Wetherburn, Junr., Huddersfield; Messrs. Everard and Co., Huddersfield; Messrs. Payne and Freer, Leicester; Mr. Nicholson, Edinburgh; Messrs. Duncan and Hutchinson, Glasgow; Messrs. Labertouche and Stafford, College-green, Dublin.

FORM OF APPLICATION FOR SHARES.

To the Provisional Committee of the Leeds, Huddersfield, Sheffield, and South Staffordshire Direct Railway,  
 Gentlemen: I request you to allot me shares of £25 each in the above railway; and I undertake to accept the same, or such less number as you may appropriate to me, subject to the regulations of the company, and to sign the necessary deeds, and to pay when required, the deposit thereon of £2 15s. per share dated this day of 1844.

Name in full ..  
 Profession and professional residence ..  
 Residence in full ..  
 Reference ..

## SHEFFIELD AND SOUTH JUNCTION RAILWAY.

This line will in future be called the LEEDS, HUDDERSFIELD, SHEFFIELD, AND SOUTH STAFFORDSHIRE DIRECT RAILWAY; the alteration of part of the route has been made, in consequence of the desire of the inhabitants of the cloth districts of the north, who were anxious to have more direct communication with London and Southampton; the branch out of it, to connect it with Sheffield, is intended to be made by an existing company.

JOHN OWENS,

WILLIAM ARNOLD BAINBRIDGE, } Joint Solicitors.

Committee-room, Moorgate-street, London, August 20.

## LEICESTER, ASHBY-DE-LA-ZOUCH, BURTON-UPON-TRENT, AND STAFFORD JUNCTION RAILWAY.

The committee of management of the above undertaking beg to inform the subscribers, that, under the powers contained in the subscribers' agreement, they have entered into an agreement with the London and Manchester Direct Independent Railway (Remington's Line) for an amalgamation with that company, so that the scripholders can either change their Leicester and Stafford scrip for an equal amount of scrip in the London and Manchester Company, or receive back their deposits in full, on declaring their option prior to Saturday next, the 23d of August. By order,  
 29, Moorgate-street, August 18, 1844. JAMES DENTON, Secretary.

## OXFORD, SOUTHAMPTON, GOSPORT, AND PORTSMOUTH RAILWAY.—(Provisionally registered.)

Capital £300,000, in 25,000 shares of £20 each. Deposit £2 2s. per share.

PROVISIONAL COMMITTEE.

The Hon. Howe Browne, Chairman of the Manchester and Birmingham Continuation Railway.  
 John Atwood, Esq., M.P. Park-lane.  
 John Masterman, Esq., Nicholas-lane, Lombard-street, Banker.  
 Sir John Campbell.  
 Sir John Pirie, Bart. Ald. } Directors of the Peninsular and Oriental Steam Packet Company.  
 Pedro De Zulueta, Esq. }  
 B. M. Wilcox, Esq. }  
 Sir William Wynne, Chairman of the North Wales Railway.  
 Sir George Rich, Lowndes-street, Belgrave-square.  
 Thomas Kelly, Esq., Alderman of the City of London.  
 William Hughes Hughes, Esq., Alderman of the City of London, late M.P. for Oxford, and late High Sheriff for Hants.  
 John Humphrey, Esq., Alderman of the City of London, and M.P. for the Borough of Southwark.  
 The Mayor of Newbury.  
 George Adam, Esq., White Lion-court, Cornhill.  
 James Henry Atwood, Esq., Seymour-street, Portman-square.  
 Charles Baker, Esq., Southampton.  
 James Beech, Esq., 15, Grosvenor-place.  
 Samuel Borliff, Esq., Southampton.  
 Samuel Swann Brittain, Esq., Sheffield, director of the Manchester, Sheffield, and Midland Junction, and East and West of England Junction and Crewe Railways.  
 W. C. Boyes, Esq., Banbury, Director of the Birmingham and Oxford Railway.  
 Robert Barbour, Esq., Manchester.  
 John Churchill, Esq., Bayswater, Director of the Manchester and Birmingham Continuation Railway.  
 C. R. Colman, Esq., Frigate-wharf, and General Steam Navigation Company, Director of the South Midland Railway.  
 William Chadwick, Esq., Chairman of the Richmond Railway.  
 Samuel James Capper, Esq., Adelaide-place, London-bridge.  
 J. F. Clossman, Esq., Mincing-lane.  
 George Dawson, Esq., Sheffield, Director of the Sheffield and Midland Junction Railway.  
 William Dredge, Esq., Newbury, Berks, Alderman.  
 Captain Farrington, R.N. West Cowes, Isle of Wight.  
 William Henry Forman, Esq., Upper Thames-street.  
 W. S. Fitzwilliam, Esq., Old Broad-street, Director of Essex and Suffolk Railway.  
 J. Farrow, Esq., Newbury, Director of Union Bank.  
 Samuel Haines, Esq., Chad House, Edgbaston, Director of the Manchester and Birmingham Continuation Railway.  
 William Hill, Esq., Manchester.  
 John Newton Hughes, Esq., Winchester.  
 William Jacob, Esq., Huddersfield, Director of the East and West of England Railway.  
 J. Kinloch, Esq., Gloucester-road, Hyde park, Director of the North Wales and the Newry and Enniskillen Railways.  
 Edward Lomer, Esq., Southampton.  
 James Lees, Esq., Deputy-Chairman of Union Bank, Manchester.  
 Captain James Patrick Macdougall, late Bengal General Staff.  
 Captain George Probyn, Bryanston-square.  
 William Prescott, Esq., Manchester.  
 David Price, Esq., Manchester, Director of the Leeds and Bolton Railway.  
 N. M. Priault, Esq., of South-Western Steam Packet Company, Southampton.  
 George Parbury, Esq., Director of the East and West of England Railway.  
 William Watson Proie, Esq., Director of the Jersey Railway.  
 William Langley Pope, Esq., Birch-lane, and Woodford, Director of the Falmouth and Exeter Railway.  
 Clement Royle, Esq., Rochdale, Chairman of the Preston and Wyre Railway.  
 Major Selwyn, Royal Engineers, Director of the East and West of England Junction Railway.  
 Walter Sharpe, Esq., Sussex-Gardens, Hyde-park, and Austinfrans, Director of the Coburn Mining Company.  
 Benj. Shaw, Esq., Kilburn Priory, Director of the Dublin and Kilkenny Railway.  
 T. Bridge Simpson, Esq., Deputy-Chairman of the Richmond Railway.  
 Edmund Slocock, Esq., Newbury.  
 Robert Watkins, Esq., Director of the East and West of England Railway.  
 Edward Westlake, Esq., Southampton.

BANKERS—Messrs. Masterman and Co. London.

Engineer-in-Chief—Joseph Locke, Esq.

Acting Engineers—Messrs. J. B. and E. Birch.

Solicitors—John Bethell, Esq., 78, King William-street, City, London.

At Southampton, Messrs. Sharp and Harrison.

Secretary—John Dunlop, Esq.

The great importance and increasing prosperity of the port of Southampton, requires that more extensive railway accommodation should be at once provided. According to the evidence lately given before Parliament by Mr. Edwards, the collector of customs at that port, the exports have more than quadrupled during the last three years, and he expressed his conviction, that if a more direct communication with the manufacturing districts was made, the exports would increase to no less a sum than £10,000,000 the first year afterwards.  
 All the steamers from England to Jersey, and the Channel Islands, to Portugal, Gibraltar, the Mediterranean, Malta, Italy, Greece, Turkey, Egypt, and the East and West Indies, now depart from, and arrive at, Southampton. It is also the most direct and shortest course to Paris through Havre.

Large quantities of goods are now brought to it from Manchester and the manufacturing districts for export, which would be greatly increased if the means of transit were easier and less expensive, and the supply of clothing and naval stores from Yorkshire, Lancashire, and Staffordshire, to her Majesty's dockyards, and victualling stores at Portsmouth and Gosport, in addition to the export trade, is necessarily very great, so that it is clear that a more direct railway communication from the manufacturing districts to Southampton, Gosport, and Portsmouth, is absolutely necessary. The passing of the Oxford and Rugby, the Oxford, Worcester, and Wolverhampton Acts this session, has afforded the facilities of effecting this communication in the most direct course.

By making the railway, which will now be constructed by this company from Didcot, on the Great Western Railway, where the Oxford line terminates, through Newbury, to the Southampton and Gosport Railway, near Andover-road station, a distance of only thirty miles, the most direct and shortest communication will be formed from all parts of the north of England and the manufacturing districts, to Southampton, Gosport, and Portsmouth.  
 The line goes through a favorable country, and will be made at little cost. The traffic on it, wholly irrespective of that from Manchester and the north, will be very large. A communication from Newbury to a port is much wanted, so that the large quantities of corn brought to that market may be exported along the coast. A quick transit from Oxford to Winchester, to Southampton and France, and to the Isle of Wight and Portsmouth, will be secured. From Oxford railways are about to be made to Cambridge, Peterborough, and Lincoln, and to Rugby, thence joining the Midland and York Railways; by this means affording the most direct and shortest route to Cambridge, Norfolk, Suffolk, Lincolnshire, Sheffield, the large cloth districts of Yorkshire, and to York and Scotland. The whole of this route, together with the carriage of the cutlery and plated goods of Sheffield, and the cloth goods of Yorkshire, must belong exclusively to this line, and is quite sufficient of itself to maintain it, and to secure for it a large share of support, even if it had no further claims on public attention; but when reference is made to the map, it will be seen that, from the Oxford and Rugby Railway, near Banbury, another railway will proceed to Birmingham, which brings that most important town several miles nearer to the port of Southampton than by the route proposed by other parties through Cheltenham. Again, from Rugby the Trent Valley and North Staffordshire Railway will carry the traffic to Manchester, by which route the distance to Southampton from Southampton is considerably less than by the same route round Cheltenham, and will be further reduced by the Rugby and Manchester line when made; and as the goods coming by this line to Southampton will, for the greater part of the distance, travel over railways possessing a very large traffic of their own, and which can afford to carry this extra traffic at very much lower rates than a new company, which depends for its support entirely on such traffic, can possibly do, they will be brought much cheaper by this line than by any line which can be made between Southampton and Cheltenham.

But it is of the most vital importance to the town of Southampton that this communication with the manufacturing districts should be completed in the least possible time, in order that the continuance of the foreign steam-packets may be secured to that port. This railway will be made and opened in twelve months after the passing of the bill—that is, the 1st of September, 1847—whereas the line, via Cheltenham, cannot be finished in less than three years.

The railways from Yeovil and Dorsetshire, and parts to the westward, will join this line near Whitechurch, and bring great portion of the traffic from the west over this line to Oxford and the places beyond it.  
 As to the gauge there is not the least doubt but that goods will be brought from Manchester, Birmingham, &c., in the same truck, and without any shifting throughout the whole line to the ship's side in the docks at Southampton and to Gosport. Application for detailed prospectus, maps, and shares, may be made to the secretary, at the office, 78, King William-street, City, London.

## OXFORD, SOUTHAMPTON, GOSPORT, AND PORTSMOUTH RAILWAY COMPANY.

—In consequence of the most numerous applications that have been already received for shares herein, NO FURTHER APPLICATIONS can be received after WEDNESDAY, 27th August instant.

PROGRESS OF STEAM MACHINERY IN FRANCE.—From a recent statistical return, it appears that the number of steam-engines, now at work in the department of the Lower Seine, is 325; in 1834, there were only 108.

A CURE FOR DROPSY BY HOLLOWAY'S PILLS AND OINTMENT.—Captain James Eyer, of the company's service, residing at Boulogne, had been tapped three times within seven months—twelve quarts of water were taken from him each time. Notwithstanding these operations, he was about falling a victim to this terrible complaint, when he commenced the rubbing-in of Holloway's invaluable ointment, and as effectually as salt forced into meat; besides this, he took large doses of his wonderful pills, which, in nine weeks, effected so extraordinary a cure as to enable him since to walk twenty-five miles in one day. Any unnatural swellings of the body are effectually cured by these celebrated medicines.—Sold by all medicine vendors, likewise at Professor Holloway's Establishment, 244, Strand, London.

## LONDON AND MANCHESTER DIRECT INDEPENDENT RAILWAY.

(ADVERTISEMENT.)

TO THE EDITOR OF THE MORNING HERALD.  
 Sir.—It was only this morning that a letter in the "Railway Bell" of Saturday last, signed W. Ashurst, and addressed to the Editor of the "Manchester Times," was sent down to me. Although very much occupied, I had almost at once, with the important task at present committed to my charge, I feel it a duty to myself to make some comments on that letter, seeing that it contains not only reflections injurious to myself, but statements in the highest degree inaccurate, to use no stronger terms.

I premise my statements by saying, that if any expressions condemnatory of the course taken by Mr. Ashurst, or reflecting on his conduct, have been used by any parties, they have not been published by me, or with my privacy or consent; and I therefore intend not to reply to illiberal imputations or expressions in similar language, or to answer sneer with sneer, though, certainly, no letter or line of conduct can, in my mind, afford grounds of severer animadversion. I shall, therefore, endeavour to convey a mere outline of my case, and what can be proved by a mass of documentary evidence, and by many gentlemen of undoubted integrity, leaving the public to judge which of us has truth and justice on his side.

At the present moment, it is conceded on all hands, that a direct line between London and Manchester following as far as practical the old coach route, and independent of all other railways, is to the commercial interests of the country a desideratum. If the London and Manchester houses, and the intermediate towns, obtain that object, it must be a matter of indifference by whom such an object is carried out to completion. But where two projected lines (if that can be called a projected line which is yet a shadow) contend for the same object—start from the same termini—go near the same towns—cover the same route from beginning to end—it becomes a matter of grave consideration to those who subscribe their money which of the two competitors had the priority of conception, and which one is likely to succeed before the committee of Parliament. If it can form any judgment of the spirit that will influence a Parliamentary committee, it would be, that a large and liberal view would be taken of the projects of the rival companies, and the question of priority of occupation decided, not by hair splitting and flimsy subtleties, but on the broad basis of equity and justice.

I concede to Mr. Ashurst that no vested interest can exist in a line drawn on a map between two termini; but I have yet to learn that the pencil and map are the only requisites in the formation of a railway, and that an engineer who has surveyed many hundreds of miles—who has wasted years and a very considerable sum of money in furtherance of a cherished project, has no priority of claim (at least in the estimation of any honest mind) over those who, without expense, and at the last moment, adopt the result of his labours with cold insolence, then deny his right, and sneer at his ability. But, Sir, in despite of the reflections cast upon me, it is not so much against my line, so coolly appropriated, that the spirit of the letter is directed; it is against the body of gentlemen who have had the spirit and determination to advocate my project, without first having obtained the permission of the solicitors and mortified vanity that comes out of every line of the letter.

Now, Sir, to the facts. My attention was called to the feasibility of this scheme in the year 1835, under the impression that a line from London to Manchester, and another from London to York, might be made with a common trunk for a distance of fifty miles out of London—would form the nearest practicable route that could be found—and would make the distance very little more than if two integral lines were made, having London and Manchester and London and York as their termini respectively. (See my letter in "Herepath's Journal" of April 20, 1844.) But at that early period, before the capabilities and importance of railways had been tested by experience, the very idea of so gigantic an undertaking, I confess, did not occur to me of scientific attainments. I therefore thought it scarcely prudent to make public any scheme of the kind; but, at a very considerable expense, I made a survey and sections of the line between London and Leicester. These were laid before the Railway Commissioners in 1840, and are noticed by them in their Fourth Report, published the 15th March, 1841, No. 123. I examined on foot the valleys of the Derwent, the Wyre, the Dove, the Churnet, and the Tean, and satisfied myself that my direct route from London to Manchester must pass by one or other, or both, of the latter valleys. In the same year I published a plan, signed by Sir John Kenne and myself, which I have at this moment before me, identical with the one now proposed, with the exception of a portion of the line between Derby and Leicester; and this deviation is easily explained.

Since that period, and the increase of railway traffic, the trading interests have required a line independent of all other railways, and by carrying the line over the Charnwood Forest, north or south of Barden Mount, by Ashby and Burton, my line is rendered more perfect and direct, entirely independent of the Midland Counties Railway, and considerably shorter in distance. I am assured on account of this deviation, made in compliance with public opinion. Let that pass. At all events, this alteration was made in 1844, some eight months before Mr. Ashurst did me the honour of adopting my line without any deviation at all.

In 1840, public meetings in support of my line were held at Barnet, St. Alban's, Luton, Amptill, Thrapston, Wellingborough, Higham Ferrers, Kettering, Bedford, Northampton, and Leek. Public resolutions were passed commendatory of the scheme at all these several towns, were printed, and are now before me. In that year Mr. Wilson, of Manchester, my respected friend, whose consistency and integrity has stood the test of time, and who has been a supporter of my line, Mr. Ashurst, also, at that time became, I believe, the London one. It was unnecessary to go into the causes that prevented the undertaking being then carried on, but they arose from discussions in the committee, but chiefly from the great financial distress of that year. Afterwards, in 1841, 1842, and 1843, at various times, Mr. Wilson, by letter and in conversation, repeatedly urged Mr. Ashurst to proceed with this railway, but in vain. At length, in 1844, the increased commercial traffic and general prosperity, and the confessed inadequacy of the existing lines, not only led Mr. Ashurst to reconsider the project, but also to the purpose of the undertaking, and the great towns on the North Road, aroused attention to the feasibility of my scheme. On the 30th of April, 1844, I published a letter in "Herepath's Journal," calling attention to the capability of a great line being made between London and York and London and Manchester, having a common trunk for fifty miles at the London end of the railway, and setting out with considerable minuteness the gradients and inclinations between London and Leicester; and this letter, I believe, excited some comment, and that not unfavourable.

In the "Bedford Mercury" of May 3, 1844, a leading article in support of the line, calling the serious attention of the county of Bedford, and the country in general, to its merits, was the origin of a great public meeting in the town of Bedford. That meeting was convened by the Mayor of Bedford, on the presentation to him of a requisition signed by nearly eighty of the most influential inhabitants of the borough. It was attended by at least 500 persons; and in furtherance of the matter a committee was formed in Bedford to strengthen the parties in Liverpool and Manchester. By this time I had engaged Mr. Mulock and Mr. Westlake, in London, to set the scheme afloat. Mr. Shepperson, also, now one of Mr. Ashurst's supporters, was then an active and zealous supporter of my line. Eventually, after some consultation, Mr. Ashurst was invited to become joint solicitor to the line. He was waited on most respectfully; he promised to consider the matter; afterwards he promised to become a partner, and give his active support. In furtherance of his promise, he collected a list of the names of the mercantile houses in London and Manchester, in support of this very line, almost entirely similar to the list now before the public as the supporters of Mr. Ashurst's line.

Day by day, and week by week, it was pressed on him that some active measures should be taken, but in vain. Time passed, and the Bedford gentlemen, becoming alarmed, required to London, waited upon Mr. Ashurst, and remonstrated firmly, but most respectfully, on the delay. He received them with great condescension, pleaded his recent accession to civic honours, and the enormous weight of his ordinary avocations, as causes of delay, but at length fixed a time for attending to the matter, and did attend to it in the usual way—by treating the promises made with contempt. Three several times did the Bedford gentlemen come to London, almost, I may say, as suitors to Mr. Ashurst, to proceed to bring out the railway, and the time passed, and the Bedford gentlemen, after the usual result, at once returned home, and the Bedford gentlemen, after the usual result, at once returned home, and the Bedford gentlemen, after the usual result, at once returned home.

"The deputation from the Bedford committee not having received the prospectus, agreeably to Mr. Ashurst's promise that it should be sent to Bedford on the 5th instant, have again arrived in London, and are now with other gentlemen sitting in non-intermission at the Bull and Mouth, according to the arrangement made last week; and such Committee have resolved that Mr. Ashurst be requested to attend with his promised prospectus, and the list of gentlemen who have expressed themselves favourable to the undertaking. If Mr. Ashurst should not attend, or send the prospectus and list, the committee will immediately proceed to business in the course they may think best calculated for promoting the above project."

A copy of this resolution was sent to Mr. Ashurst, who was waited upon by Mr. Rogers, who told him the committee would be happy to see him; but, if he would not attend, they would act independently of him. Mr. Ashurst, after some recalculation, said, "I shall not go; I do not wish to mix myself up with—namely certain parties, one of whom is the solicitor, whom it is not now convenient to call his respected friend. He was requested to give his answer in writing, which he consented to do. The parties returned to the Bull and Mouth, and, after waiting a considerable time, the committee determined to dispense with Mr. Ashurst's assistance; appointed solicitors, and deputed Mr. Shepperson to obtain a London committee, and Mr. Mulock to go to Manchester, with the introductions from Mr. Shepperson and others, to obtain the support of the Manchester houses. I have now before me the original resolution, with Mr. Ashurst's notes, to convey every word of the statement. Mr. Ashurst did not decline to act, but was superseded by the committee, from a firm conviction that he was unwilling and incapable to carry on the scheme.

And now the hostility of Mr. Ashurst will be duly appreciated by the railway public. That gentleman has retained the signatures of those Manchester houses who originally advocated the necessity of a direct line from Manchester to London; he has for months past advertised his declaration to this effect, but has uniformly omitted any date to their signatures. That declaration was signed when my line was the only one in contemplation;—in fact, it is at this moment, just, at the time it is signed, Mr. Ashurst was connected with my line; and now that he is discharged from it, he retains the declaration, and attaches it, as if it were of today, not to my line, but to some other direct line proposed and to be carried out by himself. Mr. Ashurst may consider this fair practice; whether it is so or not, either to me or the public, I leave to be decided by others.

I have confined myself to a narrative of the circumstances which have led to this strange and apparently unaccountable competition between two bodies of great influence about the same line. Those who have attentively read my statement will at once perceive that there is no real collision, but only an ingenious device and colourable hostility, to promote the selfish views of a discarded solicitor. It is not for me to say what may be the success of Mr. Ashurst's manœuvre; but, as, on the one hand, it may fairly be assumed, from the absence of all official notice of it, that the acting committee on my line do not consider Mr. Ashurst positively worth an answer—so, on the other hand, I am satisfied that the supporters of Mr. Ashurst, when they learn the real state of the case, will not sustain him in a position to make him worth purchasing for the common benefit of all parties who are interested in obtaining a direct and independent line to Manchester.  
 There are some peculiarities about Mr. Ashurst's letter, independently of its remarkable suppression of such facts as are essential to a correct understanding of the case, which demands notice. No dates are given with accuracy—he speaks of what was done "in 1840," and "about this time," "in 1844," and so on, but he does not descend to accuracy. Again, he repeatedly refers, but anonymously, to parties for whom and by whose instructions he professes to be acting. It would have been more professional to have mentioned the names of his clients, if he wished to give weight to his statement. He also distinctly states that he "declined the



office" of solicitor to the company, though he does not say when he declined it, and still less when he accepted it and was discharged from it. He mentions pointedly that the parties for whom he was acting, "resolved that it was not desirable to form a company; but Mr. Muleck and Mr. Remington thought differently." Hence, I am warranted in the inference, that Mr. Ashurst's clients, whoever they were, abandoned the project, upon his own showing, and that he abandoned it with them; but it has been already shown, that the project never was abandoned, and that Mr. Ashurst was for his own negligence discharged by those who continued it. And, in connection with this point, it is proper to mention, that when the committee found, in October, 1844, that they were too late to comply with the Standing Orders of Parliament, they determined on paying the expenses then incurred out of their own pockets, and did pay them, and discharged the shareholders from all liabilities, but at the same time they published an advertisement in the daily papers, stating that the project was only suspended in consequence of the lateness of the season, and would be resumed in the present year.

Mr. Ashurst, among other sneering and unkind remarks, for which he never had any provocation from me, dwells much upon what he calls the different estimates of the undertaking, made by me at different times. Nothing is easier of explanation. In 1840, it was proposed to carry out the scheme alone between London and Manchester, for which I thought then, and think now, four millions sufficient. In 1844, the committee who discarded Mr. Ashurst adopted the London and Manchester line, with the branch to York added, and this necessarily nearly doubled the amount wanted; and this line, but for the conduct of Mr. Ashurst alone, and no other cause in the world, would have been brought before Parliament this last session. As to the estimates of 1845, I will notice them presently. With regard to the embankment of three miles eighty-one feet high, I have looked over my sections and surveys and find nothing of the sort, and yet they remain the same as were made before 1840, have been submitted openly to hundreds of gentlemen, as well as to Sir John Rennie, and many professional friends. But, sir, had I conceived such an embankment, which I have no recollection of so doing, it is, at all events, much more practicable than the ground over the High Peak of Derbyshire, which, according to Mr. Ashurst's first scheme of this year, must have been tunneled under, or crossed, for twenty-five miles.

Now for 1845.—The last act done by the committee in 1844 was the dissolution of the company, but with an unanimous resolution, that the scheme as a London and Manchester line only, without the York branch, should be revived at the earliest possible period in the ensuing year. Our Bedford committee remained sitting, and some time before Messrs. Sudlow's scheme came up, Mr. Rogers had advertised its revival in the Bedford paper, and sent round circulars to the nobility and gentry, soliciting their support. After that appeared the advertisement of Messrs. Sudlow, which I shall copy from the provisional registration, in the Register's office:—

"Preliminary Announcement. May 22, 1845.

"It is intended to commence in London at Farringdon street, and to take in its route the following towns as nearly as consistent with the surveys now in progress—viz., Highgate, Finchley, Barnet, St. Albans, serving Dunstable, Luton, Woburn, Ampthill, Wellingborough, Kettering, Market Harborough, joining the Midland Counties Railway at Leicester. It is intended to proceed for thirty miles to Derby on that line; it will then take its course to Ashbourne, thence near Huntingdon and Longnor, passing midway between Euxton and Macclesfield, each of which lines is only four miles distant from the proposed line, direct to Stockport, and will thence join the line which runs from town to its terminus in Manchester."

Mr. Ashurst's junction with Sudlow and Co. was registered on the 1st of July, and the prospectus on the 28th.

Upon the appearance of the final scheme, the supporters of my line were not at all dismayed, even although Messrs. Sudlow and Co.'s surveys were progressing with the survey. Some of us who knew the ground between Ashbourne and Stockport, were curious to learn how the Peak of Derbyshire, or the Moorlands of Staffordshire were to be crossed, whether by a tunnel underground or by an aerial machine. Mr. Ashurst deliberately joined this precious affair, and brought a large number of the Manchester houses to join him in it, some of them, who had given their support to my line, repudiating it for that of Messrs. Sudlow and Co.

When his prospectus appeared two months after the date of the advertisement, I was astonished to see the following:—

"In its course the line will approach to and accommodate the following towns—viz., Barnet, St. Albans, Dunstable, Luton, Ampthill, Bedford, Wellingborough, Kettering, Market Harborough, Leicestershire, Loughborough, Ashby-de-la-Zouch, Burton-on-Trent, Uttoxeter, Cheddle, Leek, Macclesfield, Stockport, & Manchester."

Thus, after sneering at me, depreciating my abilities, endeavouring in every way, per fas aut nefas, to put down with the strong hand my committee and my scheme after putting in the papers for two months a registered line, which was then in progress of execution, and inducing the Manchester houses to join a mere scheme in the clouds—with cool effrontery he abandons the Farringdon-street terminus, the thirty miles course on the Midland Counties Railway, "the important town of Derby," and adopts, I must not say steal, lest delicate feelings should be hurt, the whole course of my line, verbatim et literatim. This is not all. I am not allowed to call my line by my own name; it is Mr. Rastick's, not mine; and as Mr. Rastick's line it is in future to be called. As to the alteration in the estimates of this year, on my prospectus, it originated first in a mistake from the prospectus having been published before I could arrive from Warwick, and attend before the committee, and afterwards because it was thought advisable to put out a branch through the important district of the Staffordshire Potteries. Those who committed the error in the first instance, and which was afterwards rectified, Mr. Ashurst will find quite equal to answer him when the proper time arrives.

I have now closed a task I entered upon unwillingly, amid great pressure of professional labour, and which, I fear, I have but feebly performed. Instead of attempting to unravel the miserable quibbles and subtleties contained in Mr. Ashurst's letter, I have endeavoured to give a merely plain statement of the facts. That there are many more eminent and more experienced men than myself in my profession, I did not want Mr. Ashurst to tell me, though he, who has availed himself of my labours, erudite though they be, ought to be the last to twist me with incompetence. I have shown him, connected with my line for years, and the only person that delayed its appearance—discharged from it—adopting, publishing, and supporting another scheme—when that was found impracticable, adopting mine to the letter—denying my right and endeavouring to injure me in the eyes of my profession and the world. For all this, I do not wish him to be accountable to me, but surely this conduct will be appreciated by every honest man, if justice be not a name.

If Mr. Ashurst will call a public meeting in London, Manchester, or on the line, I will undertake to substantiate every word I have written.

I remain, Sir, yours respectfully,  
GEORGE REMINGTON.

Uttoxeter, August 12.

**RAILWAY BRANCH TO THE SALT WORKS OF CHESHIRE.**—The Manchester and Birmingham Railway Company have it in contemplation to construct a branch railway from their main line, through Knutsford, to the salt works of Cheshire. This will not only afford to Manchester, Stockport, Ashton, and the populous districts connected with the Manchester and Birmingham Railway, the most convenient access to an important portion of Cheshire hitherto unprovided with railway accommodation, but will secure to the salt districts an ample supply of excellent coal, from the almost exhaustless fields of Poynton.

**NEWRY, ARMAUGH, AND LONDONDEERRY JUNCTION RAILWAY.**—We congratulate this company upon the accession of several highly respectable London names, which we perceive by their advertisement of this day have been added to those of the noblemen and gentlemen hitherto on the committee, locally connected with this important project; and we feel assured that, in discharging the very responsible duty of allocating the shares, in which they are now engaged, they will have a due regard, as well to the interests of the parties locally connected with the districts to be benefited by the proposed railway, as to the *bona fide* applications of the many capitalists who, though not resident near Ireland, are willing to invest their money in the promotion of the undertaking, and that they will thus give public satisfaction. We learn that the number of applications amount to six times the quantity of shares at the disposal of the company—a fact at which we are not surprised, when we consider the wealth and population of the district to be traversed by the line, and the circumstance of its being imposed by any competing scheme.

**DERBYSHIRE, STAFFORDSHIRE, AND WORCESTERSHIRE JUNCTION RAILWAY.**—This proposed line of railway, in connection with some of the newly projected lines in the midland counties, will unite the east and west of England. Commencing at Uttoxeter, this line will pass on to Abbot's Bromley, falling into the Trent Valley station, at Cannock Chase, along the Valley of Hedgesford, and thence by Walsall, through Wednesbury and the South Staffordshire mineral districts, to Dudley, there joining those lines that connect the Staffordshire coal-field with Wales and the east of England. The estimated amount of population on the route traversed by this line is not less than 500,000, and thus the resources of the immediate district is amply sufficient for the support of the railway, while the extensive mines and quarries of Derbyshire, the paint and sulphate of barytes works at Ashbourne, Cromford, &c., with slate, lime, &c., will, by this means, find a ready transit to Walsall, Birmingham, Dudley, and Wolverhampton; while the attractions of the romantic country of Dove-dale, the High Peak, &c., will, by this easy means of conveyance, be greatly increased, and the passenger traffic extended in proportion. The provisional committee is formed of a number of gentlemen of high standing and influence in the counties through which the line will pass, and there is every reason to believe that the line, when completed, will pay a handsome dividend. The capital is 600,000*l.*, in 30,000 shares, of 20*l.* each.

**GREAT COUNTRY DOWN, BELFAST, NEWRY, AND WARRENPOINT RAILWAY.**—The managing committee are now actively engaged in allocating the shares of this company. The unusually large number of applications has rendered this a task of no ordinary difficulty; we have no doubt, however, that a selection will be made by the highly influential gentlemen who compose the committee, which will at once satisfy the reasonable claims of all parties, and secure, what we regard the best guarantee for the ultimate success of an undertaking—a sound and *bona fide* proprietary. Every confidence may be placed by the public in the managing committee, who have themselves embarked warmly in the project, and who, we have no doubt, will, as well from their own high character, as their energetic and business habits, carry it out to a prosperous result. This railway is growing every day more and more in public favour, and there seems now to be but one opinion, that it is an enterprise which, while it will extend the inestimable benefits of a thorough system of railway intercourse to the most commercial county in Ireland, is calculated precisely to confer those public advantages which will insure its favourable reception with the Government of the country. The general tone of railway legislation in the preceding session of Parliament, based as it is upon the solid experience of all men versed in railway matters, leads irresistibly to the conclusion, that on grounds of public policy and general utility, companies, like the Great Country Down, accommodating by a great arterial line wide and extensive districts, must, of necessity, be preferred to partial and isolated schemes. We have no hesitation, therefore, in warmly recommending the Great Country Down Railway, as an undertaking of great public importance, and one which pre-eminently holds out strong inducements for a safe and judicious investment of capital.

## SUPPLY OF PURE WATER TO THE METROPOLIS AND ITS SUBURBS—PROPOSED NEW COMPANY.—No. XII.

BY ALFRED BURT.

The agitation of the public mind, and the anxiety in which the inhabitants of London have felt, respecting their supply of water for domestic purposes, since the year 1819, more especially since the inquiry before the Royal Commission in 1827, when Dr. Roget, William Thomas Brande, and the late celebrated engineer, Thomas Telford, investigated the question; and also, the various inquiries upon the subject before the several committees of the House of Commons, extending over a period of years from 1821 to 1840, demonstrated the necessity, and gave an impetus to managers of water-works to prosecute some plan to separate from the water those substances which render the quality of the water supplied objectionable. So desirable, however, it was to obviate the dissatisfaction at the turbidity of, and to deprive the water of all impurities, that in the years of 1825 and 1826 the engineers to the most prominent of the water companies made a variety of experiments on the subject of filtration, on superficies exceeding 1000 sq. ft., to ascertain the most approved principle, and the fitness of the various materials proposed to be employed, indispensable to warrant the expenditure of capital on such works; and having determined that all the water supplied from their works should be subjected to the process, and with the view to have the plan rendered perfectly effective, the Chelsea Company, in 1827, instructed Mr. James Simpson, an engineer of some experience in water-works, to visit the principal cities and towns in Scotland, Lancashire, and Lincolnshire, to examine the different methods employed for filtering water; and having traversed about 2000 miles, and had opportunities of inspecting filter beds which had been in operation, and proved completely inefficient for different periods of time—varying from twelve months to a quarter of a century—resolved to make some experiments on a much larger scale than any of their prior attempts, and to contrive a plan for the improvement of the system, which the filtering processes at other places had suggested. Thus, in 1829, began the efforts to effect the filtering of Thames water, which for a period the most sanguine expectations were anticipated for the projectors, which, however, have been productive of unsatisfactory results; but a mass of useful information has been obtained, which affords an apposite illustration, that all the modifications of the processes in practice at Glasgow, Manchester, and other places, have failed to realise the intended purpose, though made at the expense of large capitals. However creditable the outlay of money may appear in the attempt to effect improvements, there is no question that various instances of an unfortunate kind might be adduced, displaying the bold and meritorious struggles of patient industry and resolute perseverance—while reckless expenditure from the pre-eminent feature to overcome great difficulties, untried by more than ordinary discouragements. This was conspicuously the case in the construction of the plan contrived for filtering water on an extensive scale, by Mr. James Simpson, of the Chelsea, and Mr. Joseph Quick, of the Southwark Water-Works; their operations, during several successive years, having proved signally disadvantageous, not only in the quantity and quality of the water supplied, but in the consequent advance upon the average amount of the rental. We, by no means, wish to detract from the credit of any improvements which may have been effected by these engineers, nor is it our purpose to cast obliquity upon their operations, more than we cannot fix on a better locality for our object than the Chelsea and Southwark Works, because the whole of the supply of these companies is represented to be filtered water.

The filter bed at Chelsea covers an area of one acre; its sides are formed with brickwork, and two reservoirs attached to it, consist of about one acre and a half. The mode of filtration adopted is by descent; and the medium consists of fine and coarse river sand, comminuted shells and pebbles, and of small and large gravel. The materials are laid in a reservoir, their surface being disposed in ridges; and prior to its being filled with water, presents to the spectator an appearance of several channels parallel to each other, formed by banks, which are broad at the bottom, and gradually slope on each side to a point at the top. The filter is composed of five different strata of gravel and sand laid over tunnels constructed with bricks, but without the intervention of any mortar. The lower stratum of gravel contains the tunnels for collecting the filtered water; they are built with cement bricks, and partially open jointed, two spaces of an inch and a half on the bed, and the heading joint of each brick being open. The fine gravel, pebbles and shells, and the coarse and fine sand, are laid upon the large gravel. The water, being first pumped into the reservoirs to separate from it the extraneous matter, that the water may more easily percolate through the gravel and sand of which the beds are formed; the water is then gradually drawn off from the depositing reservoirs, and let on to the surface of the filtering bed at nine places, and the ends of the pipes are fitted with curved boards, to diffuse the currents of water, which percolates through the tunnels, and lead to the pump well of the engine. But so completely inefficacious is this contrivance that the sediment is disturbed in its passage as the water flows from the reservoirs on to the filter bed, and the small pipes become obstructed; so that the quantity of water daily filtered, must be uncertain in its results, and necessarily fall short of calculations, while it disappoints the expectations which the public have been led to entertain with regard to this medium for cleansing putrid water, when they contemplate that the cost of constructing such reservoirs was upwards of 12,000*l.*, and the annual expenses attending them are estimated at 1000*l.* per annum.

The filter beds at Battersea are constructed on a similar principle to those in operation at the Chelsea works. The filtering material consists of strata of coarse gravel, of rough and fine screened gravel, and a strata of fine washed grey river sand, the strata's aggregate about six feet in depth, though the product of filter sand is represented to be greater, and the cost less than that of the works at Chelsea; nevertheless, the process is equally inapplicable to render transparent and potable the turbid water of the Thames. Effective for its object as these theories may appear to be, experience must allow that the system of beds of sand of a considerable thickness resting on beds of gravel do but small service, and not only require great pressure, but unlimited extent of surface which Nature herself alone is capable to contribute; and, as far as our observation has gone, unless the water is drawn from a stream uncontaminated with the daily abutions and evacuations of a densely-peopled city, the pores of the filtering bed inevitably become obstructed, consequently frequent cleansing and great expense incurred. In exemplification of this maxim, we will meet the principal defects; first, that it is costly; secondly, that the quantity and quality of the filtered water is defective. On the first head, the statistics, as given by Mr. James Simpson, in his evidence before the Committee of the House of Commons, in 1840, on the subject, will fully bear us out in our assertion, and place the matter in a striking point of view. The expense for the filtering of water by the Chelsea filters, Mr. Simpson estimates thus:—First cost, exclusive of land, 11,700*l.* Annual cost of raising water on filter beds, 800*l.*; annual cost of cleansing and renewal, 800*l.*; 5 per cent. interest on outlay of capital, 585*l.*—annual cost, &c., 2,185*l.* Thus the expenditure of keeping a filtering bed in proper order to produce 2,300,000 gallons per diem, the quantity of water filtered, as stated before the committee, but since represented to be 3,136,320 gallons daily, or 72 gallons per superficial foot of the filtering bed, as relates to the cleansing and renewal of gravel, &c., would be 10 per cent. on the rental. The above outlay and annual charge is exclusive of cost of land, which, in a populous locality, is a very costly item of expenditure. It is difficult to estimate the cost of filtration according to this system, because, if the Chelsea Company were to contemplate extending their supply of water, it would require three acres of land for every 3,000,000 gallons filtered, for the filtering beds, their banks, &c., independent of any deposit reservoirs, which is an indispensable adjunct to the system: this item becomes even more costly than even the construction of the filtering beds. When we look at the fact, that the Chelsea works have cost upwards of 60,000*l.*, how much of this large capital, vested in fixed machinery, for supplying an article consumable only on the spot, and as such machinery, &c., are of no value for any other purpose, is to be placed to the account of the works as they now stand, it is not easy to determine. On the second head, the quantity and quality of the water filtered varies according to the state of the filtering bed. The matter deposited in the process of filtration penetrates the stratum of gravel, according to the state of the Thames water, the greatest penetration occurring during the prevalence of land floods in the river, so as to render it necessary to remove the feculence deposited upon the surface of the sand, and which is not easy to remove, for the filtering medium becomes clogged and consolidated by the pressure of the deposit of filth in less than fourteen days, to such an extent as to create great difficulty in clearing it, and the only method they can adopt is, at intervals of time, from ten days or a fortnight, allow the water to run off, so that the bed may be made dry, and men sent in with common spades, and scrape off the accumulated filth, with a certain thickness of the sand of the filtering bed. At longer intervals of time the whole of the sand removed, is replaced with fresh sand of the same description generally several times a year. Immediately after the removal of the dirt, the pores may be said to be open about two feet depth of water only is then run on the filter, and as the filtration diminishes by the obstruction of the capillary passages, the depth of water is increased to augment the pressure. The filth then accumulates on the surface, and becomes the filtering material—a compound of mineral, vegetable, and animal decaying matter—certainly not calculated to improve the chemical quality of the water. Circumstances have also demonstrated that the inclemency of the season affects the action of this filtering medium; for, during severe frosts, and when the ice has been several inches thick, the process of filtration has been regularly interrupted, consequently, the mode of cleansing obstructed, and the quantity inadequate for the demand. From these facts may be inferred, that however we may acknowledge the experience, combined with the advantages which the filtering processes of Glasgow, Lancashire, and Lincolnshire, had suggested, we must bear witness that descending filters constructed in the usual mode—viz., of sand and gravel—have proved disadvantageous, and will not exert any chemical action in the water, nor remove any substances with which the water is chemically combined. No appearance resembling fermentation being discernable when the

water is in contact with the sand; nothing more than is evidently affected through this medium than a fine mode of straining. We are, therefore, prepared to say, that the filtering beds, as constructed at Chelsea, Battersea, and Vauxhall, demonstrate the impracticability of purifying large quantities of water, and the complete failure of these attempts furnishes the strongest evidence that the inhabitants of populous districts, cannot receive a perpetual and abundant supply of salubrious water by the processes of artificial filtration of beds of sand and gravel.

Small shells with flat surfaces, usually found at Shelliness.  
1, fine sand; 2, coarse sand; 3, pebbles and shells; 4, fine gravel; 5, large gravel, containing the brick tunnels, of which there are eleven; under the filter of the Chelsea Water-Works.

See evidence of Mr. J. Simpson before the committee of the House of Commons, 1840.

water is in contact with the sand; nothing more than is evidently affected through this medium than a fine mode of straining. We are, therefore, prepared to say, that the filtering beds, as constructed at Chelsea, Battersea, and Vauxhall, demonstrate the impracticability of purifying large quantities of water, and the complete failure of these attempts furnishes the strongest evidence that the inhabitants of populous districts, cannot receive a perpetual and abundant supply of salubrious water by the processes of artificial filtration of beds of sand and gravel.

## AMMAN-VALE IRON AND COAL COMPANY.

Capital £150,000, in 7500 shares, of £20 each.

(Registered Provisionally, pursuant to the 7th and 8th Vic. cap. 110.)

(The names of the Provisional Committee previously advertised.)

OFFICE, No. 35, MOORGATE-STREET.

This company has obtained the lease of a valuable mineral property, situated in the valley of the Amman, in the anthracite district of South Wales, and lying contiguous to the extensive and well-known iron-works of Ynyscedwyn and Ystalyfera. It consists of 993 acres, or upwards of one square mile and a half of coal and iron ore, and is computed to contain 25,000,000 tons of ore, and nearly 20,000,000 tons of coal. Minute analyses of these minerals prove that both of them are of a very superior quality.

The property is seventeen miles distant from the port of Llanelli, with which it is connected by the Llanelli and Llandilo Railway. Another and more important place of shipment will be opened to the produce of the furnaces by the projected Welsh Midland Railway, the line of which passes within two miles of the property, and terminates at the port of Swansea. This railway will, at the same time, be the means of bringing the whole of the anthracite district into cheap and rapid communication with the midland, western, and northern railways, and through them with every other part of the kingdom.

The demand for anthracite iron far exceeds the present means of supply; and as it is now admitted to be of a superior quality to any other description of pig-iron made in this country, whilst the cost of its production is less than that of Scotch pig-iron, it cannot fail to command a remunerative price under any possible fluctuations in the iron trade. This fact was made apparent by the erection of several furnaces in the anthracite district, when the iron trade in England and Scotland was suffering under the severest depression. But, independently of any other circumstance, the limited quantity of this description of iron, which can be brought into consumption, must always insure for it a greater equality and steadiness of demand, combined with a comparatively higher average price than any other iron with which it may come into competition. The whole of the mineral property acquired by the company has been surveyed and reported upon by Messrs. Manby Brothers, of London; Mr. Edward Thomas, of Swansea; and Mr. Llewellyn, of Pontypool; all of whom concur in opinion that it is admirably adapted for being made the site of iron-works. Its geological position is distinguished from every other portion of the coal-field by the iron-mine being found in the immediate vicinity of the coal seams; and thus the heavy expense of transporting the minerals to the furnaces, which is so generally felt in iron-works, is, in this locality, reduced to a very small charge. It is estimated that the coal can be delivered at the furnaces so low as 8*s.* 6*d.* per ton, and that the working expenses of the ironstone will vary only between 8*s.* 6*d.* and 9*s.* per ton. These charges, it may be safely affirmed, are lower than those which exist in any iron establishment either in the Principality or in the United Kingdom.

The property abounds in all the materials requisite for completing an iron-works. It has quarries of excellent building stone (one of which is in work), fire-clay, and superior foundry or moulding sand for castings. Limestone is to be had in unlimited quantities in the Black Mountain, which environs the property; as well as the conglomerate, called pudding-stone, which is used for the hearths or furnaces. The fixed, or "sleeping," rent, payable to the lessor, is very moderate; and there are 523 acres of coal and iron ore, which are totally free from any royalty charge. It is proposed, in the first instance, to erect four blast-furnaces, capable of producing an annual "make" of 12,000 tons. The cost of their erection, and all appurtenances, with two miles of railway, workmen's cottages, offices, &c., is estimated at £30,000 (at which sum contracts have been offered by responsible parties), and adding to that amount the necessary mercantile capital (including the value of the iron kept in stock), and two instalments of the purchase-money, the actual capital expended will be £62,000. The cost of producing a ton of pig-iron, at the present rate of labour, and inclusive of agency and all charges, is estimated in the reports already referred to at £2 per ton. The present price of Welsh pig-iron is £5 per ton, which would leave a net profit of £3 per ton, and this price would undoubtedly be maintained if it underwent no diminution during one-half of the period required for the completion of the English railroads now in the course of construction or in project. But, assuming the average price for the last ten years to be £3 per ton, and reckoning the profit at £1, or about one-third of the existing profit, the net annual return will be £12,000 per annum, which sum will produce upwards of 18 per cent. upon the invested capital. Large as this return may appear, it is fully borne out by the documents now in the possession of the provisional committee. The erection of additional furnaces will render unnecessary any corresponding increase in the expenses of management; and, consequently, the return upon this further outlay will exceed that upon the capital previously expended.

A deposit call of £2 per share will be payable immediately on the complete registration of the company, in conformity with the 7th and 8th Vic. cap. 110. No future call will exceed £3 per share, and an interval of two months at least will elapse between each call.

The confidence of the lessor of the property in the success of the company is manifested by his consenting to take two-thirds of the purchase-money in shares, of which one-half is to remain in deposit until the shareholders have received ten per cent. out of the clear profits.

Applications for shares, according to the subjoined form, to be addressed to the secretary, Mr. J. G. Hughes, at the offices of the company, No. 35, Moorgate-street; the solicitor; and to Lewis Morris, Esq., solicitor, Carmarthen; or to Messrs. Hill, Fawcett, and Hill, stockbrokers, 29, Threadneedle-street; and the following sharebrokers—viz.: Mr. James Hervey, Halifax; Mr. Watson Chapman, Stone-gate, York; Messrs. Alston and Gage, Liverpool; Messrs. Sibary and Simpson, Hull; Mr. Daniel Boit, Bristol; Messrs. Rose and Dyson, Leeds; or to Messrs. T. F. Dickinson and Co., Newcastle-upon-Tyne.

### FORM OF APPLICATION.

To the Provisional Committee of the Amman-Vale Iron and Coal Company.  
Gentlemen,—I request you will allot me shares, of £20 each, in the above undertaking, and I hereby agree to accept the same, or any less number that may be allotted to me, and to pay the deposit and all future calls thereon, and to sign all necessary deeds when required.

Name in full.....  
Residence.....  
Profession or business.....  
Date.....  
Name and address of referee.....

**MINES IN IRELAND.**—In our article "On the Mineral Wealth of Ireland," we alluded to the mines of Glendore, in the county of Cork. There is another district to which we would direct attention, celebrated for its iron, and which confirms us in our opinion of the advantages the mineowners of that country will reap from the introduction of railroads. At a distance of ten or twelve miles from Sligo, on the banks of Lough Allen, are situated the Arigna Mines, where, it is ascertained, the iron is of the very best quality, little inferior to Swedish, and yet these mines for years have been almost idle. As we regard the employment of the working classes as the most effective mode of tranquillising that country, we are glad to learn that there is every probability of these mines soon being in full operation. We understand that the shareholders of the Sligo and Shannon Railway—the greater part of whom are inhabitants of Sligo, and naturally take an interest in the promotion of works so near home—have expressed a desire that the iron necessary for the work of this road, rails, &c., should be supplied from the Arigna Mines. This arrangement will tend equally to the advantage of the railway company, and the proprietor of the mines, as the former will find iron of the best quality within two miles of its terminus at Lough Allen, and the latter will find a safe market for his goods, without the expense of shipment and carriage to the port of Sligo, which, being heavy, is one of the reasons that prevents the mines from being worked extensively at present. The proprietor of the mines is, we understand, a large shareholder in the Sligo and Shannon Railway Company.

**DEVON AND COURTNEY CONSOLS MINE.**—The engine-shaft is now down nine fathoms near the great gossan lode, which will take the lode about thirty-five fathoms deep; the present intention is to sink twenty fathoms, if possible, with the horse-whim, and cross-cut the lode at that level, whilst eight men are driving on the course of the lode from the river, which will come under the great gossan lode about forty-five fathoms, giving an adit of that depth, but to accomplish this object, near 300 fathoms must be driven, when it is the general opinion a course of ore will be found.

**NEW COLLIERY.**—An important addition has been made to the thriving village of Crook, by the "winning" of a new colliery at Jobs Hill, belonging to T. Brown, Esq., and others. It is only eight months since the ground was broken; and, although the shaft is fifty-six fathoms deep, nearly a fourth of which is hard post and ironstone, the coal was reached, a powerful engine erected, and everything else completed, by the spirited exertions of those able engineers, Messrs. Coulthard and Co., of Gateshead, to whom the highest credit is due; the colliery bids fair to be one of the best in the district, and we heartily congratulate the owners on its possession. We hear, too, that the same parties contemplate the erection of iron furnaces in the vicinity, which must still further increase the population, and add to the importance of the district.







the reports published weekly in our Journal; at one time giving the interesting information, that the masons are raising a few stones from a quarry, to build the engine-house; then, again, the "bob" is almost completed, and the next week we find it has been quietly put to bed. This must be very satisfactory for the shareholders to know, and we trust they will now reap some interest upon their outlay. We might enlarge upon this topic, for it is a fruitful one, but we have said enough to show, that shareholders in general, if they wish their mines to prosper, and to be free from abuses, must look a little into their own affairs.

#### MINERAL STATISTICS.

In accordance with our usual custom, we place before the readers of the *Mining Journal* the returns to several orders of the House of Commons, which have been made relative to the imports and exports of copper, zinc, tin, lead, and iron, copies of which we have obtained, and which contain a deal of information of a most interesting description relative to minerals, allusion to which we shall frequently have occasion to make.

**IMPORTS OF COPPER AND COPPER ORE.**—The total amount of foreign copper imported in the year ending the 31st of January, 1845, was 58,405 tons, of which amount there was landed at Swansea 48,358 tons, and at Liverpool 9,776 tons; unwrought copper, in bricks or pigs, and all cast copper, 1401 tons, of which 908 tons were imported into Liverpool; copper manufactures entered by value 909,241, of which amount London received 287,541. Of the above amount of copper ore, 34,764 tons were from Cuba, 19,566 tons from Chili, and 1028 tons from Columbia; the greater portion of the unwrought copper—viz., 1200 tons, was also from Chili, and but of the 1401 tons only 44 tons were kept for home consumption. The net amount of duty received on the copper ore was 75,201.

**COPPER EXPORTED IN THE SAME PERIOD.**—The total of British copper exported was 18,832 tons, of which 8732 tons was unwrought, in bricks and pigs; sheets and nails, 9439 tons; and other sorts, 606 tons; wire and coin, 34 tons. Of the above, 18,832 tons of British copper exported, France took 5150 tons; East Indies, 6985 tons; America, 2139 tons; Germany, 637 tons; Italy, 826 tons; Belgium, 631 tons; Brazil, 473 tons; Holland, 382 tons; and other countries the remainder in smaller parcels. Of the 1289 tons of foreign copper exported, Holland took 393 tons; Belgium, 399 tons; and the East Indies, 429 tons; from the port of London there was exported of this quantity 7231 tons, and from Liverpool 6040.

**COPPER ORE IMPORTED, SPECIFYING THE PROPORTION OF METAL CONTAINED THEREIN.**—There was received 12,872 tons, containing not more than 15 per cent. of copper, of which 11,189 tons were from Cuba; 19,359 tons, containing not more than 20 per cent. of copper, of which 8319 tons were from Cuba, and 2497 from Chili; 33,499 tons, containing more than 20 per cent. of copper, of which 15,266 tons were from Cuba, and 16,503 tons from Chili.

**TIN EXPORTED AND IMPORTED.**—The total quantity imported was 604 tons, 427 tons of which came from Singapore, and 128 tons from Java, of which 102 tons were kept for home consumption; the total quantity exported was 1110 tons, France taking 440 tons; Russia 219 tons; Turkey 190 tons; Spain and the Canaries 44 tons; America 43 tons; Italy 24 tons; Holland 23 tons; Germany 18 tons, &c.

**ZINC IMPORTED AND EXPORTED.**—The total quantity imported was 10,393 tons, of which 4893 tons were from Prussia, and 4899 tons from Germany, and the quantity retained for home consumption was 5388 tons; the total exports were—British 1567 tons, and foreign 5624 tons—making a total of 7191 tons, of which 6120 tons were for the East Indies, and 570 for the United States.

**LEAD AND LEAD ORE IMPORTED AND EXPORTED.**—We imported pig and sheet lead 3057 tons, of which 1309 tons were from the United States, and 808 from Spain; and exported 14,696 tons of British, and 3199 tons of foreign, of which amount France took 3866 tons, Russia 3598 tons, East Indies 2488 tons, &c.

**IRON.**—We imported of iron, in bars, unwrought, 22,483 tons, chromate of iron, 2366, steel unwrought 2717, and wrought-iron and steel to the value of 11,905; exported 3877 tons foreign iron, and wrought-iron and steel 3382. Of British iron we exported of pig 99,980 tons, bar 290,935 tons, bolt and rod 18,980 tons, and cast-iron 18,969 tons, wire 1983 tons, anchors, &c., 2490 tons, hoops 15,654 tons, nails 7226 tons, other sorts 48,170 tons. Of the bar-iron, Holland took 30,453 tons, and pig 27,327 tons; America, bar 64,713 tons, pig 23,447 tons; France, bar 2579 tons, pigs 16,055 tons; Italy, bar 13,592 tons, pig 5033 tons; Prussia, bar 26,564 tons, pig 4006 tons; Germany, bar 18,969 tons, pig 4498 tons; Mexico took only 1074 tons of bar, and no pig; Texas only 2 tons of hoops, and 15 tons of bolt and rod-iron; Australia and New Zealand, bar 741 tons, pig 248 tons; of the British North American Colonies, bar 11,209 tons, pig 2991 tons, &c. Of British hardware and cutlery there were exported 22,552 tons, valued at 2,179,087, of this amount France took 121,554, Germany 156,706, East Indies 115,911, America 827,083, Russia 40,453, Holland 49,354, Belgium 36,871, Italy 53,676, west coast of Africa 24,358, Australia and New Zealand 24,230. The total exported of British machinery and millwork amounted to 776,255; Italy took 96,342, France 84,315, Russia 158,137, Germany 92,851, Spain and Canaries 54,681, Belgium 27,787, East Indies 62,080, British West Indies 24,109, Holland 34,117, and America 22,234.

#### THE IRON TRADE IN SWEDEN IN 1844.

We have always endeavoured to obtain, as far as possible, the most accurate returns of the metallic commercial resources, not only of England, but every state of the old, as well as the new, world. The rapid demand that is making in Europe in the consumption of iron, in consequence of the numerous railway speculations that have been entered into in 1845 will render this article one of the most important stimuli to that branch of mining operations. England, France, and Belgium, are the three great consumers of iron, as well as producers, being the countries in which this metal most abundantly, but they are still obliged annually to import from Sweden to a very great extent. The following is a return of the quantity of metal exported from Sweden in 1844, which, no doubt, will be interesting to the ironmasters generally in this country—viz.: Iron bars exported, 20,400 tons; wrought and cast-iron, 1600; steel, 1600; and copper, 350 tons. In 1843 the total exportation of iron bars was 17,050 tons, which shows an increase in favour of 1844 of 3350 tons, and clearly demonstrates the great demand made by England, France, Prussia, and the United States, &c. The following is the return of bar-iron exported to England and the Netherlands, Prussia, France and Algeria, United States of America, Bremen and Lubeck, Denmark, Mecklenburg, Portugal, the East Indies, Brazil, and other states, which amounts to 20,400 met. tons, or 300,325 skeppunds. In 1843 France imported from Stockholm 2700 tons of iron bars; in 1844 she only received 2450, of which 1293 were sent by sea to the different ports of Brittany, in the British Channel; and 519 tons to Marseilles, in the Mediterranean; which shows that the working of the iron mines in France is greatly on the increase. On the 31st of December last the stock of iron in the Stockholm market was 292,000 metrical cwt., or 14,600 tons; in 1843, at the same date, it was 15,350 tons, which proves that the working of the iron mines in this country and in France is progressing, although the demand is nearly treble to what it was three years ago, as native metal will always have the preponderance over foreign, if a sufficient supply can be obtained, and that at moderate prices so as to enable our speculators in railways to compete with the continental markets in the purchase of their wrought material. The average price of iron bars at Stockholm, in 1844, was firm at 13½ rix-dollars per skeppund, or about 17s. the 2 cwt., which was lower than the preceding years. Steel-iron fell much lower, being at the rate of about 17s. 6d. per 2 cwt. for ordinary sizes. The annual fair which is held at Christinehamn, on the banks of Lake Wenern, the quotations of which generally regulate the price of iron, was held last March. Business was extremely brisk, and great contracts for exportation to England were entered into. The nominal price for the next campaign was quoted at the rate of 7s. 4d. per 2 cwt. for cast-iron delivered on board, and at 13s. 6d. for iron bars; with respect to the exportation of steel it had remained steady. We cannot refrain from giving a little friendly advice to the great ironmasters in England, Wales, and Scotland, to bring their metal to market at the lowest price they possibly can, so as to compete with the rapid progress that is making in the working of iron on the continent, all over Germany, Belgium, and France, where the demands are increasing to a most extraordinary extent, for the railways now being laid down from one end of the country to the other. France cannot furnish at present a sufficient supply to meet the demands of her own consumption for rails, locomotives, shipbuilding, &c., and as British iron will always have the prevalence, if it can be obtained at a fair price, she will import it from the United Kingdom in preference to that of Belgium and the northern parts of Europe, all anxious, if possible, to undersell and overthrow our great traffic in this necessary article of commerce.

#### MINING IN CARDIGANSHIRE.—No. II.

Having last week given a brief notice of the Logylas mines, on the south bank of the Ystwith, we proceed along the river until we arrive at the Grogwinion mines, picturesquely situated on the north bank. This old mine, like most others in this district, is said to have been worked by the Romans, and, if not out of place to speculate on the different methods of mining adopted at various periods, we may offer a few passing remarks on this subject, as being connected not only with this but most of the other mines in this county. In Copper-hill, which forms a part of the Cwmystwith itself, briefly noticed in a preceding Number, a rude species of mining implement is found in the shape of a stone mallet, having apparently been used with a "withy" or willow twig twisted around it, in the same way that the chisel is now held by the blacksmith in cutting iron, and which assimilates, if we mistake not, with the application of the gad in some parts of Germany at the present day. It is not with us to form a correct idea as to how or when these tools were used for the breaking of ground, but it is not improbable, since that the "ancient Britons" appear to have been acquainted with the use of manufactured iron when first known to the Romans, that these implements may have been connected with a very remote period in the history of this country. The next evidence, or vestige, of a distinct system of mining, differing entirely from that of our own, is in the construction or formation of the levels in these particular mines, commonly known as the "Roman" levels. These are all nicely chiselled, small in the bottom and wider in the top, and are carried or worked with the same tools through the harder as well as the softer channels of ground or rock; some of them are very small, indeed, instances are known of their being carried into the mountains in this district to the extent of 170 fathoms, the level being for its entire length only three feet high. Others of the same description, but differing in their dimensions, are of good height and width, and pretty well calculated for discharging stuff from the interior of the mines by wheelbarrows, but these were evidently not employed at the period these levels were formed for bringing the ore and refuse, or at least to the surface, neither does there appear to be any evidence, although they are called "Roman" levels, that they were actually driven by or under the direction of those who have evinced so much skill in mining pursuits; indeed, this part of the subject seems to be involved in deep mystery, but these levels display a complete and finished system of adit mining, and a very correct knowledge of veins and the method of discovering and working bodies of ore—so much so, that it is questionable whether modern research or science has thrown much light upon this abstruse point.

Having diverged in some measure from the main object which we laid down, with reference to the substance matter of our notes, by thus entering on general mining, we return to the subject more immediately before us, and shall proceed to those points of interest as regards Grogwinion. This old mine is situated about two miles north-west of the celebrated Logylas mines, on the north bank of the river Ystwith. In this place the bank is very steep, at an angle of 30 deg.; its perpendicular height being about 600 feet. On the summit of the mountain, in an east and west direction, the lode forms an escarpment, ranging along the brow of the hill for some considerable distance; this was worked, according to tradition, by the Romans and succeeding races of miners, until it became exhausted at the different levels to within a few fathoms of the bed of the river; at this stage it was taken up by Sir Thomas Bonsor, who drove a level into it a few feet above the level of the river, and, according to report, extracted a large quantity of ore from above and below this drift of adit. It is stated that he worked this body of ore to about eleven fathoms below the level by means of hand-pumps, at which point he was obliged to desist from following the lode deeper, arising from the difficulty of draining the water without the use of machinery. This level has been carried to an extent of 220 fathoms, forming a cross-cut, the object of which was to intersect other lodes further north, and is, we are given to understand, about fifty fathoms distant from a lode now partially worked upon, yielding some ore, and which adit will take the lode at about eighty-five fathoms from surface. It is only a short time since that operations were commenced here, its distance being about eighty fathoms to the north of the main vein; the present working being confined to sinking below the shallow adit; and from which several tons of ore are now being on the surface. It is asserted that this vein will, from its underlay, fall into the main lode about thirty fathoms below Sir Thomas Bonsor's adit; and we are given to understand, that immediate steps will be taken to sink, by means of machinery, under the deep adit for the purpose of opening upon the lode to this point, and if it be found productive, then to take the further necessary measures for bringing the mine into a full course of working.

In looking at the workings of the mine from the base of the mountain, it presents an appearance calculated to strike every beholder, whether considered with reference to the magnitude of the works by the "old men," or its picturesque appearance. This mine immediately adjoins, on the west, the Lisburne Mines, now productive of so much profit, and worked under the management of John Taylor, Esq.—being, in fact, a continuance of the former lodes, passing through the sett, the value of which must, of course, depend on the extent of the productive channel of ore ground going west, being, at present, within some few fathoms of the boundary between the two setts. The extent of the old workings on the course of the lode, east and west, is about 400 fathoms, worked in many points to a height of 80 to 100 fathoms, it being estimated that not less than 40,000 fathoms of ground have been excavated. The nature of the country is clay slate, the size of the lode being from four to six feet on the average in the main lode, and from two to three feet on the north lode. The river Ystwith runs at the base of the hill, south, the conveyance of the ores being by roads along its banks for a distance of ten miles to Aberystwyth, the shipping port. It will thus be seen, that this mine requires only energy, and the employment of capital, to afford to the adventurers the opportunity for realising those results which have attended its former workings; but which, it would appear, the "old men" were prevented from prosecuting, from the want of knowledge as to the construction and application of machinery calculated to drain the mines to any depth, hand pumps, as already stated, being only employed, instead of water or steam power. The great advance made by the forerunners in the past few years, in Wales, at once renders this most conclusive, as in no mining district has more attention been directed to the subject, owing, in a great measure, to the vast quantities of water coming from the mountain torrents, and the rivers Ystwith and Rheidol, as well as the Tivey, the Eiron, and the Mynach, all of which have their source at heights varying from 2000 to 2600 feet above the level of the sea, and each of which may be rendered available for working the several mines in this district, without the aid of steam power. The lodes passing through this sett take their direction east and west, forming a continuation eastward of the Maenarthur and Cwmystwith veins, and westward of the Gwraith Goch mines, on Lord Lisburne's estate; on the north are Graig Goch, Cwmnewddion, and other veins, hitherto unproved to any extent, and on the south the Crown mines, through which several lodes, hitherto unworked, are known to exist.

**CWMORTHIN SLATE COMPANY.**—In another column will be seen a report of the first meeting of the proprietors in this company; and, although it would appear to have been long delayed, the result shows that the directors have acted with prudence, and much to the interests of the company, in not proceeding hastily in the allotment of the shares. The attempts of men without name or reference to obtain letters of allocation, merely in the hope of selling before the scrip was issued, and without the slightest intention of paying even the deposit, has been in this company happily defeated; the directors, by perseverance, have obtained the co-operation, as shareholders and otherwise, of many gentlemen connected with building; and the slate, which is considered to be equal to any in Wales, not excepting the famed "Bangor," is now daily arriving in the London market, and meets with ready sale. We, from the first projection of this company, spoke well of its capabilities and prospects, and, we think, the shareholders will now have reason to congratulate themselves on having joined a company, in the first instance, founded with *bona fide* objects, and holding out the prospect of paying a good and early dividend.

#### RAILWAY SCHEMES.—THE TWO DIRECT MANCHESTER RAILWAYS.

The observations made by us, in our paper of the 9th inst., we notice have been copied into a great number of the provincial papers. The subject has also attracted the attention of the *Times*. It will be seen, from our advertising columns, that the day for application for shares is limited to next Wednesday, and that several gentlemen of wealth and high reputation have been added to the provisional committee of the Direct London and Manchester Railway.

#### Original Correspondence.

##### SALES BY AUCTION OF MINING AND RAILWAY SHARES.

SIR.—We feel we cannot allow the remarks in your Journal of the 16th inst. to pass unnoticed, without giving a most unqualified contradiction to some of your correspondent's statements. We do assure you that we have refrained from noticing your own remarks, lest such course might be construed into a puffing mode of getting business, which certainly is not our aim. We thank you individually for your notices of our periodical sales, but, at the same time, cannot suppose you would justify the present mode of doing mining business, especially after your remarks upon the letters which have lately appeared in the *Mining Journal*. Your correspondent's notice, in Saturday's Journal, is calculated to do harm, by misleading people who are desirous to encourage and support an open market for the sale of all, and any, kind of property, be it mines or railways. In the same spirit as that assumed by your correspondent, we may ask how it is, that you quote Wheel Mexico at 9½ in your list, when we are willing to sell them at 5½—pray, how is this? Can your present mine market be healthy? Could such a state of things exist in the railway market? Impossible! We can only state this—that no confidence exists in the minds of highly-respectable city merchants, as to the way in which mining property is dealt with at present. The complaint is universal; and time will remedy it by the effects of an open market, and the aid of those public journals, which will not consent to lend themselves to any party, but freely undertake the cause of the public interest. We would add, that we can disprove the statements in your Journal, by the fact that *bona fide* sales in Santiago, Tincroft, and Lamerhooe Wheel Maria, were effected on Tuesday last. As to your correspondent's remarks about false bidders—we must presume, from his knowing so much, that he is himself an adept at such work. We set him down as an evil-thinker, and, therefore, an evildoer. We never yet had a person to bid on our behalf.

Hall of Commerce, August 18. LAMOND & CO.

##### MINING SHARES.—TRANSFER FEES.

SIR.—A few days since I was induced to take some shares in the Mendip Hills Mining Company (believing them to be a good speculation), for which I paid 1½ per share; fifty of the shares were for a friend, and, on presenting a transfer of them to the office of the company, Finsbury-square, it was refused to be taken in without I paid a fee to the office of 1s. per share, or 5 per cent. upon the purchase. My broker informs me, that he fears I have no chance of getting the shares registered (which alone gives me my title to them) without paying the fee, which I consider a gross injustice; and my object in addressing you, is to inquire if it be usual in mining offices in general to charge 5 per cent. for a mere transfer of shares? If it be, the sooner it is exposed the better. The shares have lately been changed from 1000 to 5000—surely, not with a view to increase the emoluments of the office in the said description of fees. I presume that directors, secretaries, and clerks, all have a salary for what they do, and, if so, I am at a loss to conceive why the 1s. per share is demanded; I am told the same is charged on every mine managed at the same office.

London, August 21. INQUIRER.

[Some remarks upon this letter will be found in another column.]

##### GALVANISED IRON COMPANY.

SIR.—Will you be good enough to insert the inclosed letter from our solicitor, in answer to statements from the Galvanised Iron Company which appeared in your paper of last week. MOREWOOD & ROGERS.

9, Steel-yard, Upper Thames-street, August 22.

DEAR SIRS.—In answer to your letter, I beg to say that the delay in cancelling the patent of the *soi-disant* Patent Galvanised Iron Co. (for the patent has been decided to be a bad one) is not owing to the law's delays, but to the solicitor for the owners of the patent taking advantage of every dilatory measure for postponing the evil day—in the same manner as a man who cannot pay his debts, forbears to appear to a writ until the last day—and, after obtaining all the time to plead he may be able, puts in a sham plea to throw his plaintiff over another fence. As a proof that it was not the law's delay, the Master of the Rolls set aside the frivolous plea put in by Mr. Wadson; against that order they have appealed, and applied to the Lord Chancellor to postpone the hearing until next November, but which the Lord Chancellor refused. The only action now proceeding is that of the *seire facias*, to repeal the letters patent under which the company allege that they work. It is singular that the company have been defeated in every step—before the Vice-Chancellor, who refused to grant an injunction on the trial against you, when the patent was held a bad one, on their own evidence, and without calling one of your witnesses—in the actions against Messrs. Walker, which they have discontinued, and paid Messrs. Walker's costs—before the Master of the Rolls, by his setting aside their plea—and before the Lord Chancellor, on their application for further delay—as the records of the courts verify. Mr. Wadson's own affidavit states that he has ascertained, by means of inquiries, that no plea in abatement has been filed in the Petty Bag Office within the memory of the officer of the court. This shows that, although there have been many writs of *seire facias* to repeal letters patent, no other patentee resorted to the dilatory plea filed in this case. Your truly, C. J. JONES.

"Messrs. Morewood and Rogers."

##### THE MANUFACTURE OF STEEL IN SPAIN.

SIR.—The following particulars, respecting the fabrication of cast-steel and Damascus steel, at the forges of Toledo, in Spain, may, perhaps, be deemed sufficiently interesting to find a place in your columns. It has been found that ovens do not produce a sufficient heat, to melt the steel, consequently they have been obliged to construct forges, and the metal is placed in crucibles of earthenware, that withstand the greatest fire. The first process is by mixing the oxides and filings of iron in a crucible, which is placed in the forge, heated by charcoal and continued with coke. The crucible is kept about half an hour in the fire, so as to become a clear red heat, after which it is exposed to the air to cool. Then comes a second fusion, by taking 100 parts of this crystallised matter, and mixing it with 100 parts of iron filings, which, after being exposed to the fire for one hour and a half, is very pure metal is obtained for forging. The forging of the melted metal must be done with great caution, and at a degree of heat far below bright red. When it has acquired the temper necessary, it is reduced to one quarter its size by the means of heavy hammers, and formed into bars; after which it is filed at each end, so as to ascertain if it is of good and pure quality, and the variegated stripes can be given at pleasure. It is re-heated, and tempered at dark red heat, and rubbed with wax, which evaporates. It is afterwards polished with pumice stone, and, to ascertain that it is free from grease, it is emerged in pure water, which adheres to its surface; it is then dipped in acidulated water, and covered, after being well dried, with oil for a day. The fabrication of Damascus steel is by placing three lines of cast-steel one upon the other, and heating them together, so as to form but one blade. The composition is 6 lbs. of soft iron, 150 grammes of wolfram, and 144 ditto of carbonate of manganese, which makes 2 lbs. of fine Damascus steel; pulverised nickel is also used, but it must be pure and free from arsenic—the best nickel is that received from Germany. In giving the steel the different colours, it is cleaned of all grease, and emerged in distilled water, mixed with oxalic acid, which causes the various veins in the steel to appear. The working of steel is one of the greatest branches of Spanish commerce in the iron mining districts, which abound in wood and coal.

Oviedo, July 9. R. W. B.

##### MINING IN WALES.—LORDS' DUES.

SIR.—Having some intention of joining a party interested in Welsh mines, I should feel greatly obliged if you, or any of your mining correspondents, will inform me what are about the usual dues in the principality, and whether it is usual to charge what is termed a sleeping rent, in addition to those dues. I have made many inquiries of parties in London, interested in mining, and am surprised that I have not been able to meet with any one who could give me the desired information. I am led to believe in Wales the dues generally range from one-tenth to one-seventh, while in Cornwall they are about one-fifteenth—of course, in both districts, varying according to circumstances, but as I can arrive at nothing definitive, I shall feel obliged by your inserting this, and equally obliged to any party for a reply. S. A. S.

**NEWCASTLE, DURHAM, AND LANCASHIRE JUNCTION RAILWAY.**—Amalgamation is now the order of the day. We understand that a negotiation is now pending between this company and a great northern trunk line, which will secure to the former a direct railway communication to Liverpool, Manchester, and the intermediate seats of manufacture, nearly fifty miles shorter than by the nearest existing railway route. The effect of the junction will also be, to open to the traffic of the continued line, by a new route to all the important sea-ports on the eastern coast, including Sunderland, Hartlepool, the free port of Stockton-upon-Tees, and Middlesbrough—two of the shipping ports of the Stockton and Hartlepool Railway, and a third good and safe medium



## WORKING OF MINES—IMPORTANT CASE.

During the past week our attention has been so much occupied in taking notes on a reference case in Aberystwith, which we consider, however trifling in itself, involves several points of the first importance to those interested in mining, whether as lords or adventurers, as to preclude us from acquiring, by personal observation and inquiry, such information as we are desirous to render as regards the mines in Cardiganshire. It affords us, however, much pleasure to state, that in addition to our own remarks, we shall receive the able assistance of a gentleman of high scientific attainments, who has kindly furnished us with much historical data as regards the mines, in addition to which, we may further reckon on several reports relating to this interesting and important district, with a hand-sketch and description of the mines which have been worked, many of them from time immemorial, and of which no account is, we believe, extant. We purpose, therefore, presenting to our readers, in a separate form, the introductory observations appertaining to the information so acquired, feeling assured that such will tend to the advantage of the district, and, if we judge aright, that of the adventurer. Before, however, such is to be arrived at, there are several points which require serious consideration, as affecting the interests both of lords and adventurers. This will, perhaps, be better understood by the case to which we have to direct attention, the details of which we must necessarily defer until next week; doubtless, the main points presented to our readers will enable them to judge of the mode in which things are done in Cardiganshire, and will, we hope, convey a lesson both to the lord and adventurer—while, we think, no doubt can be entertained but that the prudent capitalist will take good care to look to the clauses of his lease, and not subject himself to an arbitration case, not to say a word of some three or four actions at law, in different forms, and which, for aught we know, might have been quintupled, besides an injunction being prayed for in the Court of Chancery.

The case, which has occupied seven days, of which the arguments took up five, indeed, two visits to the mine, being only brought to a close at a time too late to enable us to copy our notes, we must needs content ourselves by rendering an abstract of the proceedings, with some passing comments, reserving the details until our next. We cannot, indeed, allow a week to pass by without recording our opinions on the matter at issue, and hence our hasty (although, we believe, it will be admitted, our just) remarks. It appears from the statements submitted, on the part of the plaintiffs, and the evidence adduced, that one Mr. HORRIDGE took certain mineral ground, situate within eight or ten miles of Aberystwith, known as the Cwm Sebon Mine, with other lodes running through the sett, engaging, by the terms of lease, to do certain acts which it was the object of the plaintiffs to prove he had neglected, and, hence, that he had not only incurred a forfeiture of his lease, but was also subjected to claims for damages. It will be our object briefly to state the causes of complaint, as brought forward on the reference, which involved three separate actions; we find them to be, in the first place, that he had not, in accordance with the lease, kept six men at work at two several points, which, it was contended, if done, might have led to discoveries of ore, being on well-known productive lodes, and hence productive to the plaintiffs. Again, that he had, by abandoning those lodes, extending a mile or upwards in the sett, and confining himself alone to twenty-two yards, or thereabouts, with the view of working other lands not included in the lease, deprived the lessor of the advantages contemplated. Next, that certain damages had been done, and that leases had been cut through land without liberty being first obtained. We cannot but express our regret that the actions should have been ever commenced, or an arbitration, such as the present, have taken place; although we are well aware grounds of justification existed for the course taken by the plaintiffs, arising, in a great measure, from the *haufter* displayed by the defendant, and his perfect indifference as to the observance of the terms of the lease, it appearing in evidence that he had cut the leases unauthorised, damaged the surface, had neglected to work two of the lodes, on which he had undertaken to employ three men in each, and had, moreover, availed himself of a portion of the sett covering not more than twelve fathoms on the course of the lode, to sink a shaft, which was used, not for the purpose of working the Cwm Sebon lode, being too limited to admit of any extent of workings, but merely from its advantageous position, being in a hollow or valley, to communicate with the adjoining setts which he had acquired. In forming this communication, it also appears, that an excess of water was brought into the plaintiffs sett, and hence the necessity of extra machinery being employed for unwatering the mine, and thus damaging the interests of the lord, which can only be, however, clearly understood by going through the evidence afforded. The other point—that of taking 6 lbs. over and above 120 lbs. as mentioned in the lease, as allowance for water weight—is one which involves the question of usage, it being admitted, that in all cases an allowance is made, but we know of hardly an instance where such allowance has not been embodied in the weight mentioned in the lease, and hence any excess taken by the adventurer, without the concurrence of the lord, cannot, we consider, be treated otherwise than as an abuse.

It will thus be seen that the main question raised is, whether the covenant in a lease being broken or neglected, such as not employing a "pare" of men at a certain point particularly mentioned in the lease, although such should appear to be unworthy of a trial (but which, according to the evidence adduced in the present instance, does not by any means appear to be the case), while 100 or more may have been put to work at another part of the mine, involves a forfeiture of the lease. We confess, were we to take this point alone, we should unhesitatingly say that the plaintiffs might be considered as taking a harsh course, but as we find, from the evidence afforded, such has been imposed on him, we are not so much disposed to award "our" censure, whatever may be the opinion of the arbitrator. There can be no question but that the mining world will await with some interest, if not anxiety, the decree of Mr. DAYSON, whose gentlemanly demeanour and patient attention must have given, as we feel assured it did, the highest satisfaction to all parties interested in the case, which, although of trifling moment in itself, involves questions of magnitude and importance to all interested in mines.

It is only right we should offer our opinion on the way in which business is done in this neighbourhood; the practice of drawing loose leases is, in every country, more or less attended with harassing results to the parties engaged in them, whether with respect to the lessor or lessee—while it is much to be desired that both parties, before entering into a compact of this nature, should well understand the principles on which the agreement is based. If our memory serves us, some years ago an action was brought for damages, by a Mr. HARVEY, of St. Day, against the Consolidated Mines adventurers, for using a small stream of water for condensing the steam of their engines. This stream, it appears, flowed from a spring at the surface, and was found to be better adapted for the purpose than that otherwise attainable, impregnated with mineral substances, and drawn from underground; liberal overtures were offered by the company as compensation, but nothing but the "law" was allowed to settle the dispute; a verdict was found for Mr. HARVEY, and the company mulcted in damages and some heavy costs. What a court of equity would have said is, however, a different thing: the adventurers not being able to help themselves, not having any extra power at command, were obliged to erect a steam-engine so as to raise water from the adit level, and while such was in course of erection, another action was brought, which again carried damages with costs, as a matter of course; how many times these proceedings were repeated we cannot well say, but we think we have stated quite sufficient to show the necessity of care being observed on entering into agreements for working mineral property.

We do not look to one side or the other in our remarks, as our object is that of directing attention to the subject generally, and, at the same time, pointing out the advantages of a clear understanding existing between landlord and tenant, so that no misunderstanding should exist. There can be no doubt but that power should be reserved to cut through the boundaries in the levels of the different setts, or the miner may be put to great and unnecessary expense in drawing, draining, &c.; and, further, to have the fullest right to all water to which the lords of the different grants in any one mine may be entitled, with power to place the waste or rubble on the surface of the land of one lord, although raised from the ground of another. The truth is, that the *miner is the party who has to pay*; let the mine go right or let it go wrong, the lord adventures nothing, while in most instances, a barren piece of land, for which he exacts not only a high price, but the lease for which is attended with stringent conditions, is taken up by the enterprising adventurer, who, too often to his cost, proves not only barren but the surface is unproductive in depth; and the miner, after a long trial, accompanied by heavy expenditure and great

anxiety, clogged by useless and harassing clauses, may have to relinquish his grant.

It is some time since, that an arrangement was entered into for resuming the working of a mine near Redruth, which had been previously worked and abandoned; the water from the adit was employed by Messrs. MAGOR and Co. in their works, erected in the vicinity of the mine. The landlord naturally claimed the right to the water issuing from the adit, and availed of by Messrs. MAGOR and Co. on the resumption of the working of the mine; while, on the other hand, Messrs. MAGOR and Co. having embarked their capital in the erection of their premises, founded in a great measure on the supply of water, are injured by the resumption of the working of the mine, inasmuch that the water was found to be impregnated with mineral substance, and thus rendered unfit for use—whereupon an action was brought against the miner, who, at least, ought, under any circumstances, to have been held harmless, and the result was, the compulsion to pay heavy damages and costs. In all such cases, it appears to us, that the adventurer should be indemnified, and that if the land proprietor considered his own interest, such would be the case. For whom, we may ask, does the miner embark his capital? Were we to reply to this question, we should at once say, in nine instances out of ten, for the lord alone. The miner goes to work without any positive laws, as regards the mineral deposits, to guide him to success, and if he even be successful, the lord takes the greater portion of the profits; while, on the other hand, if unsuccessful in his researches, the latter realises an income by way of royalty, without incurring the risk of loss. Without further entering upon the subject at present—for we shall have occasion hereafter to offer some brief remarks with the evidence—we have only to observe, in conclusion, that a lesson will doubtless be taught, by the decision in the present case, to all adventurers, to look carefully at the clauses, or covenants, which may be introduced by the lessor or lord, and, at the same time, that we think the lord himself may take a useful lesson. It is not yet too late; let him be liberal to the adventurer, and not, by sordid views, or attempts at exaction, prevent the employment of capital, which, while it not only yields to himself a royalty, or annual income, gives to the labouring and industrious classes the means of existence, and tends, by the extraction of the mineral products, to the prosperity of "the British Isles."

## CWMORTHIN SLATE COMPANY.

A general meeting of shareholders was held at the offices of the company, New Adelphi-chambers, on Wednesday, the 20th inst., to receive the report of the provisional committee, and for other general purposes.—Sir WILLIAM WYNN having been called to the chair, stated generally the advantages which were likely to accrue to the company, and to the neighbourhood from the working of the quarries, and expressed his confidence that the shareholders would be adequately rewarded for their spirit and enterprise.—Mr. T. A. CORLETT (the secretary) read the report, as follows:—

## REPORT.

The first duty of your committee, in reporting upon the present position of the Cwmorthin Slate Company, is to explain the delay which has arisen in calling together this meeting of shareholders. This will be best done by detailing their proceedings since May 16th ult., the day appointed for the payment of shares allotted on the 6th of the same month. Of about 10,000 applications received, only one-third were allotted, after every exertion had been made to scrutinise the references given, and ascertain the bona fide character of the applicants. It might naturally have been expected that a limited selection thus carefully made would have secured the payment of the deposit upon a very large portion, if not the whole of the shares allotted. Such, however, was not the case, and the result has proved that most of these applications were merely made with the hope of an immediate sale of the letter of allotment, and with no intention whatever of holding or paying upon the shares which might be granted. Upon a considerable proportion of the allotted shares the deposit is yet unpaid. So far from in any way encouraging this delusive speculation, your committee being well aware that the advantages held out by this company as an investment can be best secured by a permanent and responsible body of shareholders, have been anxious to prevent their shares from being thus gambled with before the certificates are regularly issued.

The next exertions of your committee were directed to strengthen the share list amongst parties connected with the building interest, who can themselves, and through their friends, promote the interests of the company, by becoming shareholders and extending the sale of slate. Though this has been a work of much labour and time, owing to the full occupation of the parties most desirable to be secured, and the unexampled pressure of the railway mania during the session of Parliament, your committee have much pleasure in reporting that they have made such progress as to place the company in a better position than they would have occupied had all the shares allotted to the first applicants been duly taken up. The slate is now fairly introduced into the London market, and is pronounced a very superior article by all who have seen it. Your committee are closing such arrangements as will soon enable the works to be extended with vigour, and provide a sufficient supply of slate for the spring demand. Every step in carrying out these objects opens new sources of profit, and shows your committee that the advantages held out in our prospectus may be securely realised, or even exceeded, upon the sale of sawn and roofing slate. These arrangements, and some important negotiations connected with them, your committee expect speedily to bring to a favourable conclusion, and they, therefore, recommend you to adjourn this meeting to an early day to be fixed in a notice, to be sent to each shareholder ten days before the meeting. They will then lay before you a detailed report of all their proceedings, and fully anticipate that you will have every reason to be content with the prosperous position of the affairs of this company. In the meantime, the committee confidently rely upon the best individual exertions of every shareholder of the company to strengthen in the circle of his influence the common interests of all.

Mr. COPE moved that the report be received and adopted. From the earliest period at which this undertaking had commenced he had never altered his opinion as to the character of the speculation or the advantages of the investment. He was sure that the report which had now been read must be perfectly in accordance with the feelings of the shareholders, who would willingly agree to some delay, in order to strengthen the stability of their body. Every confidence might be placed in their agent, Mr. Chorley, and there was no doubt that whoever might enter into the undertaking would find the investment a most profitable one.—Mr. LAVERY seconded the motion, which was put and agreed to.

Mr. CHORLEY, in moving the resolution of adjournment, observed, that one reason why the committee had deferred laying before the shareholders a more detailed report of the affairs of the company, was, that they were daily increasing their strength amongst the builders. They were now putting themselves in a position which would enable them to enter into the works with such energy as would insure their being carried on in a way most conducive to the interests of the company. They were bringing up slate every day, and getting it into use. They had the most satisfactory assurances from all builders and architects, who possessed the greatest influence in the disposal of this slate, that no better could be obtained. A surveyor connected with the Government had pronounced it as equal to the Bangor slate. It was now being brought up in cargoes to London, and could be seen in bulk at the ports. Its quality, therefore, could at once be tested. By the proceedings of the committee in reference to the allotment of shares, the company was in a better position than they would have been in, if they had been contented with a list of shareholders who merely speculated in the company one day, and deserted it the next. (Hear, hear.) The delay which had thus been occasioned had afforded the company an opportunity of extending their connection amongst a more suitable class of persons. In full confidence that the next time the provisional committee called a meeting they would be prepared to declare that their arrangements had been fully carried out, he begged leave to move that the meeting now adjourn till the 31st October, or such earlier day as the provisional committee may deem most desirable, and that ten days' notice thereof be sent to each shareholder.—Mr. RIDGE seconded the motion, which was agreed to.—Mr. JOHNSON stated that he had inspected the quarries, and, as one of the oldest members of the Geological Society, he might be allowed to offer his opinion, which was, that the slate was quite equal, if not superior, to the Bangor quarries.—Sir W. WYNN stated that he was well aware that people in the neighbourhood generally entertained an opinion that the slate was uncommonly fine.—Mr. D. WILLIAMS moved, and Mr. COPE seconded, a vote of thanks to the provisional committee, which was put and agreed to.—Mr. PARK (chairman of the provisional committee) returned thanks, and also moved a vote of thanks to the chairman.—Sir W. WYNN again expressed his conviction, that the prospects of the company would be realised. He had the pleasure of knowing intimately the landlord of the quarries, and thought that many of their difficulties had been removed by the liberality of that gentleman.—Thanks were also voted to Mr. Corlett (the secretary), and the meeting separated.

**POWERFUL ENGINE.**—An engine of truly gigantic dimensions has just been constructed at the Bromsgrove station, on the Bristol and Birmingham Railway, under the direction of Mr. McConnell, the locomotive superintendent of that line, and, like her great contemporary on the ocean, has been appropriately named the "Great Britain." This iron giant has proved equal to the conveyance of upwards of 1000 tons on the level rails, and has ascended the Lickey incline, on the above railway, with a load of 150 tons, thus surmounting a gradient of 1 in 37—a feat of locomotive power hitherto without a parallel. The dimensions of this mammoth engine are as follow—viz., diameter of cylinder, 18 in.; length of stroke, 26 in.; six wheels coupled, 46 in.; having a tank over the boiler for a supply of water, and a foot-plate sufficiently large to hold boxes containing the coke necessary for a trip up and down the incline. This is by far the largest locomotive engine that has yet been made. It is now in daily use, and is worked with the greatest facility!

## Mining Correspondence.

## ENGLISH MINES.

## BEDFORD UNITED MINING COMPANY.

August 18.—At Wheal Marquis, I beg to inform you, that the sumpmen are still engaged altering the pitwork. There has been no lode taken down in the seventy fathom level east. The lode in the fifty-eight fathom level east is two feet wide, and unproductive; and in the stopes east of the western winze in this level the lode is still worth 18s. per fathom. In the rise in the forty-seven fathom level west the lode is two feet wide, and still worth 8s. per fathom. At Ding-Dong, there has been no lode taken down in Thomas's engine-shaft since last report. At Wheal Tavistock, the lode in Phillips's engine-shaft is two and a half feet wide, composed of fine gossan, spar, and ore, saving work—a very kindly lode; and in the twenty-five fathom level west the lode is without alteration. JAMES PHILLIPS.

## WHEAL MEXICO MINE (NEAR CALLINGTON).

August 19.—We have forked the water to the ten fathom level, and intend clearing the winze in the adit adjoining the cross-course, also in the five fathom level; here we expect (from report) to find some silver ground, and this appears probable, the back of the cross-course having been worked away to a considerable extent. The wheel is 30-feet diameter, does the work easily, and is likely to drain the mine to a reasonable depth. We have sold our parcel of silver ores, besides the ore smelted on the mine, the whole amount of which is 192l. 15s. 6d.; the latter was sold at Devonport, and the former at the Tama Smelting-Works—in addition to which there are two parcels of very valuable silver ore nearly ready for the market. The north copper lode, lately opened at the six fathom level, carries ore. Our last monthly report was not forwarded in consequence of the castings being delayed. W. KNOTT.

## HOLMBUSH MINING COMPANY.

August 19.—In the 100 fathom level, west of Hitchins's shaft, driving north and south on the lead lode, the lode is fifteen inches wide, and worth 5s. per fathom; in the stopes in the bottom of this level, west of Hitchins's winze, the lode is twenty inches wide, and worth 29s. per fathom; in the stopes east of ditto the lode is fifteen inches wide, and worth 20s. per fathom; in the stopes east and west of the sump winze the lode is fifteen inches wide, and worth 18s. per fathom; in the stopes in the back of the 100 fathom level the lode is eighteen inches wide, and worth 20s. per fathom. In the ninety fathom level, west of Hitchins's shaft, the lode is small and poor. In the sixty-two fathom level the lode is small and poor. In the rise against Bray's shaft, in the back of the 80 fm. level, the ground is a little more favourable. We are getting on fast with the new work at Hitchins's shaft. T. RICHARDS.

## COOK'S KITCHEN MINE.

August 19.—I beg to hand you a statement of the setting for the present month, and also of the cost already incurred in the erections connected with the steam stamps, amounting to 1481l. 13s. 6d. to the end of the last month, to which add 500l. for further operations, for the purpose of rendering everything complete, such as clearing rubbish, building sheds, making biddles, frames, trunks, kieves, tin hatches, and the construction of about 150 fathoms of railroads. We set the new part to work on Saturday last, and I have pleasure in saying, that it goes on remarkably well. There is no alteration in the mine worthy of notice since my last. We thought it most prudent to set the new pitch in the back of the 170 fathom level, west of Chapple's, one month on tutwork, as the lode is very large—most probably from 20 to 24 ft. wide. We wish to see the tin ground to its greatest width, in order to give us a more correct idea for setting it at tribute at our next setting. J. VIVIAN.

## CONSOLIDATED TRETOIL MINING COMPANY.

August 18.—The lode in the seventy fathom level, east and west of Henwood's shaft, is much as last reported, about fifteen inches wide, producing some good ore, and opening ground for tribute. The lode in the rise, in the back of the sixty fathom level, west of Henwood's shaft, is one foot wide, producing good ore, and opening tribute ground. The lode in the rise, in the back of the fifty fathom level, west of Henwood's shaft, is small and unproductive. We have holed the rise in the back of the forty fathom level, east of Henwood's shaft, and have commenced driving east at the thirty, having now sufficient air to do so. The whole of the Polgoth engine is now on the mine, and the engineer is preparing for heaving the bob in the engine-house.—H. WILLIAMS.

## GREAT WHEAL MARTHA CONSOLIDATED MINES.

August 16.—We beg to inform you, that, although the lode in the engine-shaft, at the old mine, is at present rather smaller than usual, it is, nevertheless, strongly mineralised, as is the soft and decomposing killas through which it traverses. The walls are well defined, and the lode appears to be more quartzose and compact, its tabular structure becoming indistinct. The ground in the forty fathom level west continues favourable for driving; no lode has been taken down since our last report. The lode in the winze, sinking below the deep adit level, is three feet wide, containing munda, with a little copper. We are sinking on the south part of the lode in the new engine-shaft adit; the size of it, therefore, is not known. The winze is two fathoms short of having reached the ten fathom level, where we are driving on the north part of the lode, and thus proving it from wall to wall. We do not perceive any material difference in the appearance of any part of the lode; almost the whole of it carries a great deal of munda, accompanied by yellow copper ore, with other indications exceedingly favourable at this depth. We did not begin to sink the new engine-shaft at the time proposed, in consequence of having had to make some arrangements respecting the surface, not previously known to us; this being accomplished, we have commenced sinking the shaft, and hope that nothing will prevent our carrying on the operations here with spirit and effect. The adit end driving towards the shaft is now in favourable ground. It is conjectured by some persons that Wheal Martha lode crosses that of Serjeant's, in the vicinity of Thomas's shaft, and that by driving three or four fathoms north, we should open it; we should not, however, be justified in doing this, inasmuch as the adit just spoken of will be extended about forty fathoms north of the latter lode, and will thereby intersect any vein traversing within the forty fathoms. JOHN PRICE. For T. PENALUNA.

## UNITED HILLS MINING COMPANY.

August 19.—In Williams's shaft there is no alteration. In the eighty fathom level east (driving south through the lode), ore throughout, of fair quality; west end the lode is three feet wide, poor at present. In the seventy fathom level east the lode is two feet wide, eight inches on the north part, ore of fair quality; west of diagonal shaft the lode is two and a half feet wide, one foot ore of low quality; west of James's shaft, driving south, we have cut the north part of the lode, of which we shall be able to report more fully next week. In the sixty fathom level east the lode is three feet wide, eighteen inches on the north part ore of average quality; east of Harper's winze the lode is two feet wide, one foot good ore; west of James's shaft the lode is three feet wide, eighteen inches ore of fair quality; in diagonal shaft no alteration. In the fifty fathom level the ground is much the same as last. In the thirty fathom level the lode is one foot wide, poor. In the ten fathom level the lode is two feet wide, not producing any ore. At Wheal Sparrow, in the fifty fathom level east, the lode is two feet wide, fourteen inches ore of average quality, improved since last report; west, the lode is two feet wide, ore throughout, of low quality. In the forty fathom level the lode in the rise is eighteen inches wide, unproductive; west, the lode is eighteen inches wide, eight inches on the north part ore of fair quality, a little improved since our last. In the thirty fathom level the lode is one foot wide, ore throughout, of low quality. T. TREVENEN. R. WILLIAMS.

## WEST WHEAL JEWEL MINING ASSOCIATION.

August 18.—In the 100 fathom level, east on Wheal Jewel lode, the lode is worth 8s. per fathom; in the 100 fathom level, west on ditto, the lode is six inches wide, unproductive. In the eighty-five fathom level west, no lode taken down in past week. In the seventy fathom level, west on ditto, the lode is worth 12s. per fathom. In the eighty-five fathom level, west on the new south lode, we have this day intersected Hodges's cross-course; in the eighty-five fathom cross-cut the ground is more favourable for driving. In the thirty fathom level east, on Morcom's lode, the lode is twenty inches wide, composed principally of gossan and spar; in the thirty fathom level west, on Tolcarne lode, there is no alteration since our last. In Wilkinson's engine-shaft, sinking below the fifteen fathom level, the lode is three feet wide, composed of spar munda, and stones of ore. S. LEAN. R. JOHNS.

## TRELEIGH CONSOLS MINING COMPANY.

Aug. 16.—In Christie's shaft, below the eighty fathom level, we are driving in the country. In the ninety fathom level, west of sump winze, the lode is three and a half feet wide, worth 35s. per fathom. In the eighty-five, east of ditto, the lode is about sixteen inches wide, worth 10s. per fathom. In Garden's shaft, below the seventy fathom level, driving in the country. In Good Fortune, below the seventy fathom level, the lode is three feet wide, but little mineral; in the rise, above the seventy winze, the lode is two feet wide, with stones of ore, not of much value. In the winze, below the sixty fathom level west, the lode is two feet wide, producing stones of ore; in the rise, above the sixty fathom level west, the lode is two and a half feet wide, worth 10s. per fathom. In the fifty fathom level, west of Symons's, the lode is about two feet wide, not much mineral; in the fifty fathom cross-cut, we are driving north to cut the north lode; in the winze, below the fifty fathom level, the lode is two and a half feet wide, worth 10s. per fathom. In the thirty-four fathom level west, the lode is one foot wide, without mineral. In the twenty fathom level west, the lode is 20 ins. wide, producing stones of ore; in the adit, west of do, the lode is 20 ins. wide, kindly, with stones of ore and munda. The last ore sampled were 108 tons—produce, 6s.; and 64 tons—produce 12s. W. SYMONS.

## SILVER VALLEY MINING COMPANY.

August 18.—I beg to say that the north tin lode, in the adit end driving west, is about two and a half feet wide, composed of capel, peach, spar, and floukan. The carpenters and smiths are forward with the necessary work for the machinery, and the pitman is now engaged preparing the pitwork, and will commence fixing the house lift at the adit for condensing water, as soon as the ground is cut for bearers and cistern, which we are now doing. S. RICHARDS.



**DEATH OF M. SCHNEIDER.**—The melancholy death of this enterprising miner, by being thrown from his horse, is a lamentable catastrophe, and deeply felt in all the mining districts of France, Belgium, and Germany, and that at the early age of forty-three. In 1847, he was appointed by the Baron Selliers, directorship of the extensive mines of Creusot. He was the means of increasing the working of those mines to the greatest degree, when, as a member in the Chamber of Deputies, he strongly impressed upon the Government the necessity of giving every encouragement to mining operations throughout France, by the introduction of all those improvements of which England stands prominent in every part of the globe. As a man of science, few could equal him, and his premature death is a loss to the world in general.



## Current Prices of Stocks, Shares, &amp; Metals.

STOCK EXCHANGE, Saturday morning, Twelve o'clock.	
Bank Stock, 311 1/2	Russian, 5 per Cents, 119 1/2
3 per Cent. Reduced Ann., 99 1/2	Spanish, 5 per Cents, 27 1/2
Consols for Account, 99 1/2	ditto, 3 per Cents, 38 1/2
Exchequer Bills, 50 1/2	Brazil, 5 per Cents, 90 89
Belgian, 41 per Cents, 100 1/2	Chili, 6 per Cents, 102 1/2
Danish, 3 per Cents, 89 1/2	Colombia, 6 per Cents, 17 1/2
Dutch, 4 per Cents, 100 1/2	Mexican, 5 per Cents, 35
Portuguese, Conv., 5 per Cents, —	Peru, 6 per Cents, 39 1/2

## SHARE MARKET.

**MINES.**—There has been a perfect stagnation in mining operations for the last few weeks, but particularly this, as nothing of the slightest importance has been done in any, although the prices continue nominally the same as last quoted.

**RAILWAYS.**—The ferment in railway speculations is rapidly decreasing in town, Liverpool, Manchester, Birmingham, Leeds, Sheffield, and other important towns, where the speculative mania was not long ago at its height; however, although business has not been going at a steam rate, the market, on the whole, has been firm, and a few profitable transactions concluded. The holders in the South-Western Railway have had a dividend at the rate of 37s. 6d. per share, subject to the income-tax—the total balance, available for this distribution, being £6,733,188. 11d. The Guildford Company has become the property of this company, which realises all the expectations of the shareholders; the same company has been successful with the Southampton and Dorchester line. The meeting of the shareholders of the North Wales Railway was very satisfactory, arrangements having been made to purchase Porthdynllaen Harbour, which will be most advantageous to their project. The expenses for obtaining the Act of Parliament for this line were about 7500l.; whilst the bill for the Richmond Railway only cost 3892l. 8s. 3d., it is, however, to be considered that the latter is not much more than half the length of the North Wales line. The Northern and Eastern shareholders received a dividend at the rate of 5 per cent., in accordance with the terms of arrangement effected between them and the Eastern Counties Company. The Great Western profits also realised a dividend of 5 per cent., but these, as well as the London and Birmingham, must be looked upon as the golden, instead of iron, railways. The Great Western shares have been rather fluctuating during the week, from 130 to 138 pm.; whilst the Birmingham have been good, and on London and York an advance of 2 1/2 per share. The settlement of South Midland was effected on Thursday, and these securities maintain a very high premium. The Midland Counties Company, it is understood, take the extension capital of this line, and the Birmingham Company have the opportunity of participating in it if they choose. The Cheltenham and Banbury are to be supported by the Birmingham, and these shares are quoted in consequence at 4 to 4 1/4 pm. Jersey, firm at 2 1/2 to 3 1/4 pm.; and Tean and Dove Valley, which has made its appearance these last few days, is at 3 to 4 1/4 pm.; Rugby and Huntingdon 4 to 5 pm. Speculators are watching, with some interest, the two rival Manchester companies, as both Remington and Ashurst have very strong supporters; it is evident one must lose the day. There is a rumour prevalent that the London and York is about to coalesce with one of them. The Southampton and Manchester, and the Northern Kent (or Dover Direct), schemes, are very favourably received in the market, and a few new schemes are talked of, that will be announced next week. There has been a very fair business doing both in French and Belgian lines; and some rather extensive contracts have been concluded at Birmingham and Manchester for the furnishing of locomotives. Now the amalgamation, or fusion, of some of the principal companies on the continent is pretty well ascertained, the English speculators enter more fully into the schemes than they did a few weeks ago. We give, as usual, the increase on the total of the traffic in the first six weeks of the present half-year of the following lines, as compared with the same period in 1844:—

Eastern Counties	£ 4310	London and Croydon	£ 1602
Edinburgh and Glasgow	2897	Manchester and Birmingham	4245
Glasgow and Greenock	818	Manchester, Bolton, and Bury	499
Glasgow, Paisley, and Ayr	1408	Manchester and Leeds	4849
Great Western	6408	Midland Company	24658
London and Birmingham	12849	North Union	1615
London and Brighton	6509	Preston and Wyre	2040
London and South-Western	1152		

**JOINT-STOCK BANKS.**—Australasian, 31 1/2; British North American, 48 1/2; Colonial, 15 1/2; London and Westminster, 28 1/2; Provincial of Ireland, 48 1/2; Union of Australia, 25 1/2; Union of London, 13 1/2.

**MISCELLANEOUS.**—Anglo-Mexican Mint, 17 1/2; Upper Canada Bonds, 10 1/2; Peninsular and Oriental Steam, 74 1/2; Reversionary Interest Society, 100 1/2; Royal Mail Steam, 48 1/2.

**MESSEURS. LAMOND SALES.**—The following are Tuesday's prices:—  
MINES.—Wheat Fortescue, 10l.; North Pool, 30l.; Wheat Trelawny, 180l.; Granbair and St. Aubyn, 60l.; Santiago, 21l.; Cobbe, 19l.; Tincroft, 13l.; Tamar, 10l.; Callington, 27l.; Caradon Consols, 150l.; West Wheel Maria, 22l.; Wheel Crebor, 9l.; George and Charlotte, 5l.; Wheel Concord, 8l.; Wheel Mexico, 4l.; Crease, 5l.; Ivy Tors, 16l.

**RAILWAYS.**—Shrewsbury, Hereford, and North Wales (2 1/2 pd.), 3 1/2; Caledonian Extension (2 1/2 pd.), 2 1/2; Whitehaven and Furness (1 1/2 pd.), 3 1/2; Cornwall (3 1/2 pd.), 3 1/2; Cheltenham and Oxford (2 1/2 pd.), 3 1/2; Clydesdale Junction (5 1/2 pd.), 3 1/2; South Midland (2 1/2 pd.), 3 1/2; Jamaica Junction (1 1/2 pd.), 5 1/2; Jamaica South Midland (1 1/2 pd.), 4 1/2; Dutch Renish (3 1/2 pd.), 7 1/2; Rugby, Worcester, and Tring (1 1/2 pd.), 2 1/2; Paris and Lyons—Gannor's (2 1/2 pd.), 3l.; Great North of France—Rosamel (2 1/2 pd.), 3l.; Great Western (80l. pd.), 215l.; Yorkshire and Glasgow Union (2 1/2 pd.), 2 1/2; South Wales (2 1/2 pd.), 5 1/2; Worcester, Shrewsbury, and Crewe (1 1/2 pd.), 3 1/2.

**MISCELLANEOUS.**—Grand Junction Canal (100l. pd.), 112 1/2; Trent and Mersey Canal, 520l.; Union Bank of London (104 pd.), 113 1/2; Bank of British North America (50l. pd.), 48l.; Bank of Australasia (40l. pd.), 32l.

**FRIDAY.**—East Lincolnshire (1 1/2 pd.), 1 1/2; Shrewsbury and Herefordshire (1 1/2 pd.), 1 1/2; London, Cheltenham, Gloucestershire, and Hereford (1 1/2 pd.), 2 1/2; East Indian (3 1/2 pd.), 3 1/2; London and Manchester—Remington's (2 1/2 pd.), 3 1/2; Great Eastern and Western (2 1/2 pd.), 2 1/2; Manchester and Birkenhead Cont. and Mold, Rhubon, and North Wales (1 1/2 pd.), 2l.; Trent Valley Cont. and Holyhead Junction (1 1/2 pd.), 2 1/2; North Staffordshire, Churnett, and Potteries (2 1/2 pd.), 4 1/2; Shrewsbury and North Wales (2 1/2 pd.), 4l.; South Midland (2 1/2 pd.), 3l.; Tean and Dove Valley (1 1/2 pd.), 3l.; Dereham and Sutterland (2 1/2 pd.), 3 1/2; Great North of France—Lafitte's (2 1/2 pd.), 6 1/2; South Wales (2 1/2 pd.), 5 1/2; London and York (2 1/2 pd.), 5 1/2; London and Greenwich—original (1 1/2 pd.), 10l. 16s.; Caledonian Extension (2 1/2 pd.), 2 1/2; Lynn and Dereham (1 1/2 pd.), 4 1/2; Caledonians (5 1/2 pd.), 10 1/2; Paris and St. Quentin (2 1/2 pd.), 1 1/2.

**LEADS, THURSDAY.**—The recent regulations of our Stock Exchange having come into stringent operation, the amount of speculative business has been smaller during the week than for some time, while the uncertain state of the weather has kept prices weak where it has not produced a downward tendency. Judging by the reports from various parts of the kingdom we do not suppose that as yet any injury has been done to the corn, which the heavy crops on the ground would not compensate for, in the event of fine weather coming on, and preventing further damage; every day, therefore, is now producing important effect either one way or the other, and prices, in the large share markets, may literally be said to vary with the weather; it is satisfactory to observe, however, as an evidence of the unparalleled position of the country in a financial point of view, that money still continues easy, and higher rates have not been demanded by the discount houses; this, in the face of a prospective export of 4,000,000l. or 5,000,000l. to pay for foreign corn, is a favourable indication of the stability of our monetary relations, and of the improbability of any long continued serious decline in prices, even in the event of a deficient harvest. At the Great Western meeting a dividend of 4 per cent. for the half-year was declared, and a new creation of stock authorised to the extent of half the present share capital, a much smaller proportion than was anticipated. The South-Western declared a dividend of 37s. 6d. per share, and it seems an anomaly to see the shares at the same price (77l. per share), as Brightons, which have only paid 20s. dividend (the one new share, which is carried by every four of the latter), does not make up for the discrepancy. The London and Blackwall have declared a dividend of 2s. per share, and the announcement of the intended union with the Eastern Counties line gave general satisfaction to the shareholders. Terms have been definitely arranged with the South Midland, by the Midland Company, the latter taking part of the capital; the shares have been steady to-day at 5 1/2 pm., which is almost too high to be maintained. Our local stocks are almost all lower in price—Gosles, at 47s. are the only exception. R. B. WATSON, TOTTAL & BAFFE.

**HULL, THURSDAY.**—Considering the state of the weather during the past week, which, with the exception of to-day, has been generally very unfavourable, the market for shares is surprisingly firm. Attention is being turned to Preston and Wyre, which is a line of a very improvable character; the prices of which will probably range by-and-bye much higher. There is a decided improvement in the demand for Hull and Selby halves. London and Yorks are also exceedingly strong. Great Grimsby and Sheffield, in consequence of arrangements now going on, have advanced in price. South Midland are much sought after, and a considerable advance in price has already taken place, and they will, it is expected, go higher.

The following are current prices of Railway Shares, not included in the Table:—

Name of Railway.	Price.	Name of Railway.	Price.
Aberdeen	30	Oxford and Worcester	7 1/2
Armagh, Coleraine, and Portrush	1 1/2	Perth and Inverness	2
Bristol and Exeter	3 1/2	Portsmouth Direct	5 1/2
Brighton, Lewes, and Hastings	20 1/2	Portsmouth and West End Junction	6 1/2
Birmingham and Oxford Junction	5 1/2	Rugby, Worcester, and Tring	2 1/2
Caledonian	10 1/2	South Wales	3 1/2
Cambridge and Lincoln	3 1/2	South Devon	3 1/2
Churnett Valley	5 1/2	Scottish Central	50
Chester and Holyhead	21 1/2	Shrewsbury and Grand Junction	4 1/2
Cornwall	3 1/2	Shrewsbury, Wolverhampton, &c.	4 1/2
Covey and Bedworth, & Nuneaton	21 1/2	Staines and Richmond	3
Gowentry and Leicester	21 1/2	Scarborough	4 1/2
Canterbury and Dover	21 1/2	Scottish Midland	2 1/2
Cheltenham and Oxford	3 1/2	Shrewsbury and Trent Valley Union	2 1/2
Cork and Waterford	1 1/2	South Midland	2 1/2
Direct North to York	2	Trent Valley	18 1/2
Direct North to York	2	West Yorkshire	7 1/2
Dublin and Belfast	7 1/2	Waterford and Kilkenny	2 1/2
Dublin and Galway	2 1/2	Waterford, Wexford, Wicklow, &c.	1 1/2
Dublin and Mullingar	2 1/2	Willes, Somerset, and Weymouth	3 1/2
Dundalk and Enniskillen	2 1/2	Worcester, Shrewsbury, and Crewe	3 1/2
Edinburgh and Perth	1 1/2	Yarmouth and Norwich	29
Edinburgh and Northern	1 1/2	York and Selby	7 1/2
Ely and Bedford	4 1/2	York and Carlisle	3 1/2
Eastern Union	25		
Essex and Suffolk	2 1/2		
Great North of Scotland	2 1/2		
Gr. Southern & Western (Ireland)	5 1/2		
Great Grimsby and Sheffield	5 1/2		
Guilford, Farnham, and Portsmouth	2 1/2		
Harwich	1 1/2		
Kendal and Windermere	4 1/2		
Leicester and Bedford	2 1/2		
London, York, and Leeds	1 1/2		
London and York	5 1/2		
Lynn and Ely	4 1/2		
Lynn and Dereham	4 1/2		
Manchester and Carlisle	5 1/2		
Londonderry and Enniskillen	2 1/2		
Londonderry and Coleraine	3 1/2		
Limerick and Waterford	2 1/2		
London, Salisbury, and Yeovil	2 1/2		
Manchester, Buxton, and Matlock	2 1/2		
Midland, Birmingham, and Derby	13 1/2		
Newcastle and Berwick	24 1/2		
Newcastle New (Branding)	36		
Newark and Sheffield	3 1/2		
Newry and Enniskillen	2 1/2		
North British	31 1/2		
North Kent	2 1/2		
Norwich and Brandon	2 1/2		
Norwich and Great Yarmouth	2 1/2		
North Wales Mineral	18 1/2		
North Wales	3 1/2		
North Staffordshire	5 1/2		

## THE METAL TRADE.—(Continued from the Foreign Page.)

**INDIAN METAL MARKET.**—By the Overland Mail.  
CALCUTTA.—About a month and a half ago a demand sprang up for copper, and sales to a moderate extent were effected, at a slight advance on Brazier's and file; but has, however, again fallen off, and although former rates are maintained, there is but little doing. Imports in June were as follows:—Tile and ingot, 1238 maunds; sheet and plate, 1995 maunds; nails, 116 maunds; braziers, 139 maunds. In Swedish steel the demand is moderate, sales being limited. Iron continues entirely neglected by the dealers, who either have not as yet received any up-country orders, or cannot execute them, as they do not appear to interest themselves in the market. Imports in June were as follows:—viz., Bar, bolt, and rod, 16,626 maunds; lump, 1102 maunds; sheet, 1253 maunds; Swedish, 2948 maunds; pig, 3675 maunds; nails, 41 maunds. The demand for spelter has again fallen off, and it is difficult to sell at the prices current on the 30th ultimo. A few parties, are, however, willing to submit to any decline, and we therefore hear of but few transactions; imports in June amounted to 2069 maunds. In lead the only sale we have heard of lately is a small one of pig, stamped at 6 1/2 sicca rupees. Tin plates fully maintain former quotations, but we have not heard of any transactions.

**MEETINGS OF PUBLIC COMPANIES DURING THE WEEK.**  
MONDAY.—Brighton, Lewes, & Hastings Railway, at One—Hull & Selby Railway, Twelve.  
TUESDAY.—Ponton and South Shields Railway, at One—Diss, Beccles, and Yarmouth Railway, at One—Cornwall Railway, at Twelve—Edinburgh and Glasgow Railway, at One—General Steam Navigation Company, at Two.  
WEDNESDAY.—Dundee Railway, at One—Great Grimsby and Sheffield Junction Railway, at Twelve—Caledonian Railway, at One.  
THURSDAY.—Irish Waste Land Improvement Society, at One—Eastern Counties R'way, at One—Bristol and Exeter Railway, at One.  
FRIDAY.—Liverpool R'way Company, at One.  
SATURDAY.—Brighton and Chichester Railway, at One—Thames Haven Railway and Dock, at Twelve.

## COPPER ORES.

Sampled August 6, and Sold at Andrew's Hotel, Redruth, Aug. 21, 1845.

Mines.	Tons.	Price.	Mines.	Tons.	Price.
Wh. Maria	117	£9 6 0	Tresavean	59	£5 0 6
ditto	116	9 16 0	ditto	53	5 4 6
ditto	112	9 8 0	ditto	50	5 3 0
ditto	109	8 16 0	ditto	38	5 11 6
ditto	108	9 11 6	Par Consols	73	5 18 0
ditto	107	10 14 6	ditto	73	6 0 6
ditto	106	4 3 0	ditto	59	5 15 0
ditto	100	8 14 6	Trethellan	72	2 17 6
ditto	93	9 3 6	ditto	62	5 11 0
ditto	92	10 0 0	ditto	46	4 1 6
ditto	73	7 13 6	Holmbush	30	10 19 6
ditto	84	8 4 6	ditto	80	10 19 6
West Caradon	106	8 0 0	Fowey Consols	84	6 8 0
ditto	88	3 3 0	ditto	77	5 8 0
ditto	69	7 19 6	Bedford United	108	8 2 0
ditto	67	9 13 6	Wh. Unity Wood	41	10 12 6
ditto	55	8 7 6	ditto	39	10 12 6
ditto	41	4 7 6	ditto	6	11 0 0
Tresavean	60	4 2 0	Wh. Gorland	37	6 8 0
ditto	69	3 3 6	ditto	34	2 0 0
ditto	68	3 10 6	West Trethellan	41	3 8 0

## TOTAL PRODUCE.

Wh. Maria ..... 1229 ..... £1074 0 6  
West Caradon ..... 426 ..... 3403 14 0  
Tresavean ..... 417 ..... 1723 10 6  
Par Consols ..... 297 ..... 1221 11 6  
Trethellan ..... 180 ..... 738 11 0  
Holmbush ..... 173 ..... 1538 19 6

Average standard, 97l. 13s. Average produce, 10. Average price per ton, 7l. 0s. 6d. Quantity of ore, 3099 tons. Quantity of fine copper, 309 tons 10 cwt. Amount of money, 21,705l. 15s. 6d. Average standard of last sale, 111l. 14s. 0d. Average produce ditto, 74.

## COMPANIES BY WHOM THE ORES WERE PURCHASED.

Mines.	Tons.	Amount.
Vivian Royal Company	135	£782 16 3
Mines and Sons	653	5553 13 0
Freeman and Co.	32	3263 15 0
Grenfell and Sons	474	2205 0 0
Sims, Williams, Neville, Druce, and Co.	743	4984 11 6
Williams, Foster, and Co.	502	4015 9 9

Total ..... 3099 ..... £21,705 15s. 6d.

Copper ores for sale on Thursday next, at Andrew's Hotel, Redruth. Mines and Parcells.—United Mines 1691—Hallenbeagle 454—South Caradon 330—Wheat Sisters 183—Fowey Consols 163—Treleigh Consols 162—Penstruthal 98—Wheat Frudence 85—Creag-braws 81—West Fowey Consols 72—North Downs 72. Total 3344 tons.

Copper ores for sale on Thursday week, at Serpell's Hotel, Pool. Mines and Parcells.—North Roskear, 800—Tincroft 653—Consolidated Mines 621—South Wheel Bassett 331—Dolcoath 282—East Wheel Croft 277—Par Consols 250—South Roskear 246—West Wheel Jewel 108—Wheat Harriet 106—Godolphin 93—Wheat Trelawny 80—Wh. Andrew Boscawen 77—Wheat Clifford 57—Tretoll 52—South Wheel Francis 33. Total, 4136 tons.

**THE QUARTERLY SALE OF COPPER ORES IN CORNWALL.**—Copper ores, 40,844 (21 cwt.).—Fine copper, 3294 tons 17 cwt. Amount of money, 226,373l. 3s. Average standard, 102l. 16s. Average produce, 8 and 1-16th. Average price per ton, 5l. 11s.

At SWANSEA, for sale August 27.—Santiago 89—76—69—67—52—49—47. Bearhaven 123—105—74. Knockmishon 102—84—79. Ballymurragh 88—53—49—44. Cronbane 79—32—30—35—2—1. Tigrany 80—60—1. San Jose in Cobbe 76—56. Australia 50—29—34—14. Clova 29—2. Connoree 30—8. Lackanore 28—6. American 10. New York 6. Total, 1962 tons.

**BLACK TIN**  
Sold, on the 16th August, 1845.

Mines.	T. C.	Price.	Amount.	Purchasers.
Wh. Beam	4 7	£56 0 0	£218 11 9	Bolthos & Williams; De Tastet
ditto	3 5	52 17 6	34 7 1/2	Williams and Co.
ditto	0 15	51 7 6	38 10 7	Bolthos and Co.
ditto	2 15	52 15 0	145 1 3	Bolthos & Williams.
ditto	1 9	52 10 0	76 2 6	Bolthos and Co.
ditto	1 4	49 2 6	58 19 0	Williams and Co.
ditto	0 15	7 0 0	5 5 0	De Tastet and Co.

Total—15 tons 3 cwt. Amount of money, 744l. 17s. 6d.

Sold, on the 14th August, 1845.

Mines.	Tons.	Price.	Amount.
Burch Torr	1	£40 5 0	£40 5 0
ditto	1	30 0 0	30 0 0

Total tons, 2. Amount of money, £70 5s. 0d. Purchasers, De Tastet and Co.

**THAMES TUNNEL COMPANY.**  
The number of passengers who passed through the Tunnel in the week ending Aug. 16, was 21,388; amount of money, £29 2s. 4d. (Last year, 113l. 8s. 8d.)

## PRICES OF MINING SHARES.

BRITISH MINES.				BRITISH MINES—continued.			
Shares.	Company.	Paid.	Price.	Shares.	Company.	Paid.	Price.
235	Andrew and Nangles	23	5s	96	Tresavean	10	280
96	Bell	—	10	128	Treboeken	102	10
4000	Bedford	25	50	256	Trenvor Consols	—	150
100	Botalack	175	40	120	Trevakey and Barrier	61	230
10000	New British Iron, regis.	10	25 6	5000	Treleigh Consols	54	41
—	Ditto ditto, scrip.	—	200	9600	Trevelyan Consols	3	5
8000	Blaenavon	50	32	6000	Tincroft	10	15
120	Brewer	—	45	128	Trelawland	12	254
128	Budnick Consols	—	35	1024	Trelawny Consols	14	1
100	Bwlch Cwmertm	20	60	256	Ting Tang	17	29
100	Barristown	17	250	4000	United Hills	5	5
5000	Con. Tretoll Mining Ass.	24	—	100	United Mines	1000	500
128	Cosheen	20	200	6000	Wicklow Copper	5	18
114	Charlestown	—	280	512	West Fowey Consols	40	35
3200	Combarian Lead Co.	3	24	384	Wheel Franco	—	20
128	Comfort	—	35	128	Wheel St. Andrew	65	20
2560	Cook's Kitchen	—	8	127	Wheel Virgin	—	29
1000	Carn Bra	15	80	256	West Caradon	40	375
1000	Callington	18	27	384	West Wheel Jewel	104	5
256	Caradon Wh. Hooper	3	9	120	West Trethellan	5	40
128	Caradon Consols	45	130	128	Wheel Rose	40	20
256	Caradon Copper Mine	24	35	256	West Wheel Tolgus	6	10
256	Caradon Mines	10	110	1000	Wheel Harriet	8	25
256	Caradon United	16	16	128	Wheel Penrose	—	5
128	Creag Braws	190	100	128	Wheel Providence	16	150
1900	Combarartin	54	10	68	Wheel Clifford	—	500
240	Craddock Moor	3	65	256	Wheel Albert	10	12
128	Condurrow	10	35	128	West Bassett	10	30
186	Dolcoath	—	80	128	Wheel Acland	13	14
1000	Durham County Coal	2	5	256	Wheel Sisters	252	400
128	East Pool	6	55	99	Wheel Seaton	—	100
94	East Wheel Croft	—	400	200	West Seaton	20	28
128	East Wheel Rose	50	1800	128	Wheel Henry	—	10
—	East Wheel Albert	1	5	110	Wheel Hope (Zennor)	14	18
256	East Wheel Alfred	2	10	256	Wheel Hope	7	7
9000	East Tamar Consols	1	5	4000	Wheel Martha Consols	3	3
512	Fowey Consols	—	110	130	Wheel Trelawny	15	180
256	Grahaugh	—	70	256	Wm. Mary Ann	5	60
244	Grahaugh, St. Aubyn	—	70	128	Wm. Norton	64	10
100	Great Consols	1000	500	256	Wheel Trevelina	—	4
1000	Gidolphia	—	35	107	Wheel Trevilson	10	5
256	Gonamena	6	120	128	Wheel Catherine	54	14
256	Green Valley	17	5	256	West Providence	—	74
10000	Galvanised Iron Co.	10	114	256	Wheel Robins	13	10
100	Grosvonin	5	20	256	West Wheel Treasury	12	5
400	Guana Lake	—	65	256	West Wheel Shephard	2	10
128	Gover	32	300	128	Wheel St. Vincent	174	45
1000	Hibernian	124	1	128	Wheel Hesth	60	60
100	Holmbush	14	27	128	Wheel Gill	174	20
128	Hallenbeagle	—	50	128	West Cargill	2	15
100	Hanson	5	3	256	Wheel Mary	1	5
800	Hawknor	2	45	256	Wheel Concord	4	10
100	Harrobbarrow Consols	14	3	128	Wheel Venland	24	104
256	Herodcroft	3	150	256	West Wh. Friendship	—	5
100	Levant	—	150	128	Wheel Free	4	10
128	Lannarth & Penstruthal	—	150	256	Wheel Victoria	2	9
1000	Lewis	5	6	240	Westerlake	3	3
128	Ludcott	3	3	1024	Wheel Maria	1	500
256	Lambo	5	134	256	Wheel Fortescue	14	10
1000	Mining Co. of Ireland	7	134	256	West Wh. Maria	—	15
2800	Marke Valley	10	5	128	Wheel Pollard	5	20
200	Marine Consols	104	27	512	Wheel Sarah	22	—
256	North Roskeaw	6	65	3274	Wheel Cleveland	54	5
256	North Holmbush	—	15	256	Wh. Mexico	9	9
100	North United	28	45	256	Wheel Boscastle	34	9
256	North Wheel Rose	224	35				
256	North Treburget	1	5				
100	North Pool	11	38				
5000	Northern Coal Co.	23	2				
256	North St. Providence	23	45				
500	Old Delabar	23	45				
128	Pan Consols	—	500				
256	Penhallow Moor	15	74				
128	Pen-y-Cefn Mine	50	55				
100	Penrhif	30	65				
1000	Rhymney Iron	50	30				
256	Rose Consols	10	7				
1000	Rosewall Hill	1	34				
256	Silver Valley	10	11				
800	South Tawm	10	13				
280	Spearm Moor	20	—				
100	Steark Park	43	20				
128	South Wheel Bassett	—	250				
128	South Caradon	5	500				
124	South Wh. Francis	—	50				
256	St. Austell Consols	4	10				
256	St. Austell Wheel	3	10				
128	South Yeoland	114	25				
256	South St. George	74	20				
120	Trethellan	5	90				
128	Trewavas	—	45				



# The Mining Journal.

No. 522.]

ENLARGED SHEET.

[AUGUST 23.

## ATMOSPHERIC RAILWAYS.

TO RAILWAY COMPANIES, ENGINEERS, MANUFACTURERS, IRONMASTERS,  
AND TO ALL OTHERS WHOM IT MAY CONCERN.

Notice is hereby given, that the Atmospheric System, included in Pinkus's 1st and 2d Patents, of 1834 and 1836, and which is now about to be adopted on the Croydon Line, is, nevertheless (although practicable), but a crude and imperfect one of Mr. Pinkus's several systems, and involves an unnecessarily large outlay of capital in the construction, and an unnecessarily heavy expenditure in the annual working thereof; whilst, by Pinkus's new Systems, only about one-half the expense in constructing, and one-half in the working and annual maintenance, is incurred. The former long valve is dispensed with, and the loss by leakage thereof prevented—one line of pipe suffices for a double line of railway; each train is made to move under the influence of two stationary engines, at the termini of a section, simultaneously, by which means the amount of motive power is reduced by one-half, yet affording the required amount of propelling power. The stationary engines work constantly, husbanding power at intervals, when trains are not moving, thus inducing much economy. The propelling main is reduced in size to one-half the capacity required by the former system; yet affording the same amount of propelling power. Trains may be more frequently moved, and without danger. And by a further system (being the Atmospheric Locomotive), one line of pipe suffices for a double line of railway; the train, as before mentioned, moves under the influence of two stationary engines at the termini of a section simultaneously; the columns of air in the pipe does not move with the velocity of the load; the immense loss of power consequent upon friction of air moving rapidly in the tube, is thus avoided; the quantity of air acted upon for an equal amount of propelling power, is only a fifth part of the quantity necessary by the former system—equal flexibility with the common steam locomotive system is obtained, the locomotive atmospheric engines being capable of moving forwards and backwards, as by the steam locomotive, more frequent trains may be moved without loss of time, and without waiting for the re-accumulation of the propelling tube, the power of the locomotive is greatly increased in inclined planes, without enlarging the tube, and perfect safety, from the possibility of a train moving off the rails, is secured.—These are advantages which Pinkus's other first system, about to be used on the Croydon Line, does not possess.

Models and drawings may be seen, and licenses granted, on application to the Committee of Management, 16, Charing-cross.

Communications addressed to Mr. David Thomas, Sec. pro tem.

## HARVEY AND WEST'S PATENT VALVES, APPLICABLE TO PUMPS OF EVERY DESCRIPTION.

The superiority of these valves, as economical in respect both of trouble and expense, has been proved by the experience of their GENERAL USE for more than SEVEN YEARS.

The patentees refer to nearly all the water-works, engineers in the kingdom, by whom satisfactory testimonials have been freely given.

The principle adopted is that of "OBTAINING THE GREATEST WATER PASSAGE BY THE LEAST POSSIBLE PRESSURE AREA," thereby avoiding the great concussion occasioned by the closing of ordinary valves, and the loss caused by letting in air under them.

Until the invention of these valves (first used at the East London Water-Works), the most economical mode of raising water—viz., by the plunger-pump, and the principle of expansive steam, as practised in Cornwall, was impracticable for water-works purposes.

Sketch A shows the manner in which the valves have been applied to air-pumps of steam-engines. Sketch B, the manner of their application to pumps for lifting water.

The Valves are shown open in both Sketches.

Address Messrs. HARVEY and WEST,  
HAYLE FOUNDRY, CORNWALL.  
PRINCIPAL MANUFACTURERS  
Messrs. HARVEY and CO.,  
HAYLE FOUNDRY, CORNWALL.

**PAYNE'S PATENT PROCESS FOR THE PRESERVATION AND IMPROVEMENT OF TIMBER, &c.**—PAYNE and LODER beg to invite the attention of Engineers, Railway Companies, Architects, and others, to the ABOVE PROCESS, and to state that they are prepared to ERECT the necessary APPARATUS in any part of the United Kingdom, where the quantity is sufficiently large to cover the outlay of its removal.—Further particulars can be obtained at WHITEHALL WHARF, CANNON-ROW, WESTMINSTER, or at their other stations—FLEETWOOD-ON-WYRE, LANCASHIRE, UNION WHARF, SOUTHAMPTON, and WISBEACH, CAMBRIDGESHIRE, GUILDFORD, SURREY.

**TO ENGINEERS, RAILWAY CONTRACTORS, MINING AGENTS, IRONMASTERS, AND OTHERS REQUIRING FINE GREASE FOR MACHINERY AND AXLES** of every description.—JOSEPH PERCIVAL'S IMPROVED ANTI-FRICTION GREASE is—after trials on machines and axles of every kind where constant friction is kept up—admitted to be the most useful, economical, and best preparation of the kind ever offered to the public.

References to scientific and practical men can be given, and testimonials shown of its great excellence.—Samples forwarded on application at the manufactory, Green-street, Wellington-street, Blackfriars-road, London.

**SUSPENSION BRIDGES.—ANDREW SMITH'S PATENT GALVANISED WIRE ROPE AND CHAIN SUSPENSION, OR PARABOLIC TENSION, BRIDGES,** are so constructed that the lateral oscillation and vibration (so destructive on the ordinary suspension principle) are entirely prevented by this improvement. For deep ravines or cuttings, the Parabolic Tension Bridge costs much less than those on the suspension principle—piers, &c., being entirely dispensed with.

Drawings and models may be seen, and all necessary information had, on application at the offices, White Lion-court, Cornhill; 69, Princess-street, Leicester-square; or at the works, Millwall, Poplar.

BY HER MAJESTY'S ROYAL LETTERS PATENT.

**SMART'S ELLIPTICAL CONVEX METALLIC FLOATS,** FOR PROPELLING STEAM-SHIPS.—The very great superiority of this invention over the common float, in all points, having been fully proved by the application to various steamers of from 90 to upwards of 200-horse power—the patentee is enabled, with the greatest confidence, to recommend it to the Government and the public generally, and will immediately attend to all applications for license at his residence, No. 5, Grenville-place, Hotwells, Bristol.—June 19, 1845.

Personal attendance to the fitting (if required), on travelling expenses being paid.

**PATENT IMPROVEMENTS IN CHRONOMETERS.** WATCHES, AND CLOCKS.—E. J. DENT, 82, Strand, and 33, Cockspur-street watch and clock maker, BY APPOINTMENT, to the Queen and his Royal Highness Prince Albert, begs to acquaint the public, that the manufacture of his chronometers, watches, and clocks, is secured by three separate patents, respectively granted in 1836, 1840, 1842. Silver lever watches, jewelled in four holes, 6 gs. each; in gold cases, from £8 to £10 extra. Gold horizontal watches, with gold dials, from 8 gs. to 12 gs. each.

DENT'S PATENT DIPLIODESCOPE, or meridian instrument, is now ready for delivery. Pamphlets containing a description and directions for its use 1s. each, but to customers gratis.

**NOTICE TO INVENTORS.—OFFICE FOR PATENTS** OF INVENTIONS AND REGISTRATIONS OF DESIGNS, 14, LINCOLN'S INN-FIELDS.—The printed INSTRUCTIONS gratis, and every information upon the subject of PROTECTION for INVENTIONS, either by Letters Patent or the Designs Act, may be had by applying personally, or by letter, pre-paid, to Mr. Alexander Prince, at the office, 14, Lincoln's Inn-Fields.

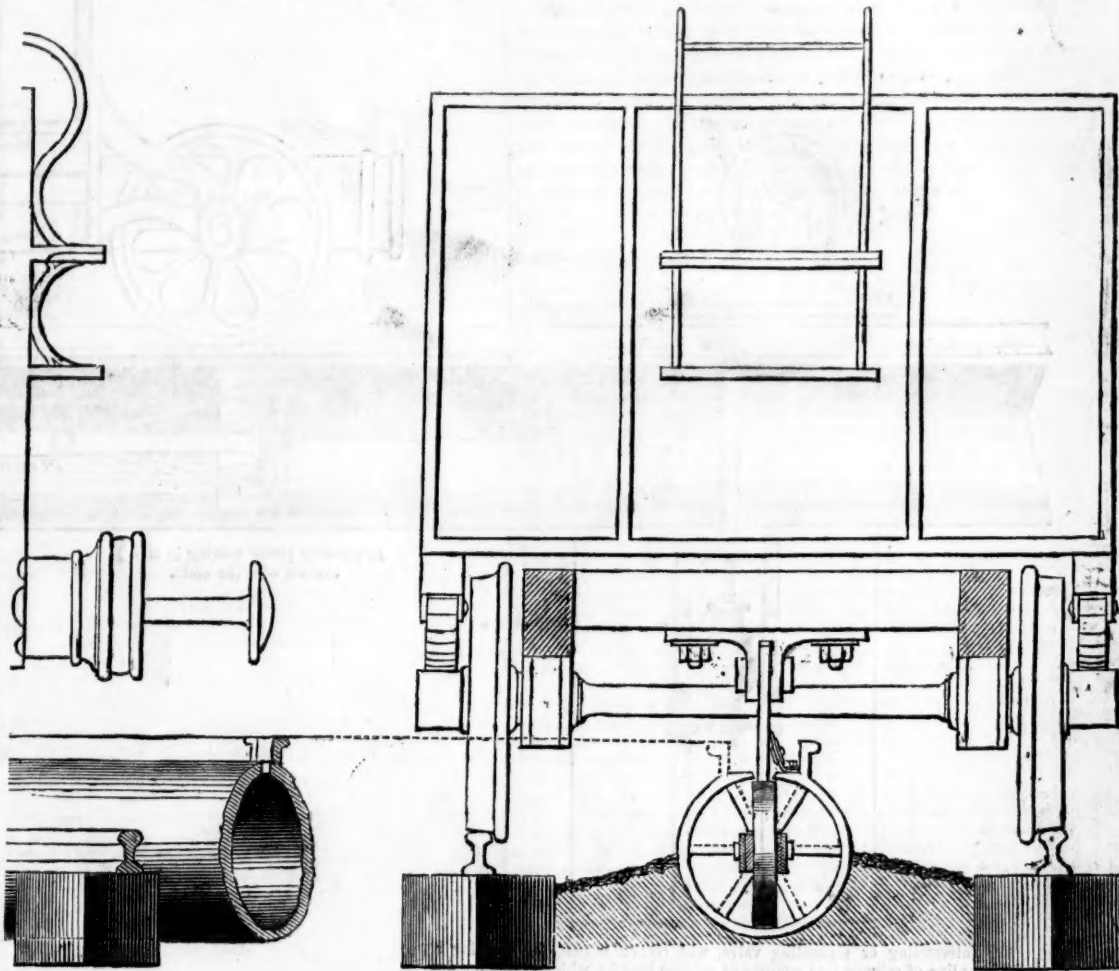
**OFFICE FOR PATENTS, 7, STAPLE INN, HOLBORN.** J. MURDOCH (successor and late assistant to Mr. Hebert) informs INVENTORS and PATENTEEs, that at his OFFICE they can obtain

REFERENCE TO A CLASSIFIED LIST OF PATENTS, THE ONLY ONE EXTANT, which shows at one view all the Patents ever granted for any particular object, whereby they may save much trouble and expense, and procure information not otherwise obtainable. BRITISH and FOREIGN PATENTS OBTAINED, and USEFUL and ORNAMENTAL DESIGNS REGISTERED. SPECIFICATIONS carefully prepared, and REPORTS of ENROLLED SPECIFICATIONS furnished on moderate terms. FINISHED and WORKING DRAWINGS executed with accuracy and despatch.

**ONE GUINEA WELLINGTON BOOTS, MADE TO MEASURE,** by G. GARRETT, BOOTMAKER, by special appointment, to the KING OF THE BELGIANS.—A STOCK of the most FASHIONABLE and HIGHLY-FINISHED BOOTS, of all kinds, kept ready made, to suit the convenience of Noblemen, Officers of the United Services, and Gentlemen, who prefer trying on boots previous to purchasing, or giving an order.—G. GARRETT, ARMY BOOTMAKER, 130, JERMYN-STREET, and 4, LEICESTER-SQUARE.

## THE ATMOSPHERIC RAILWAY SYSTEM.

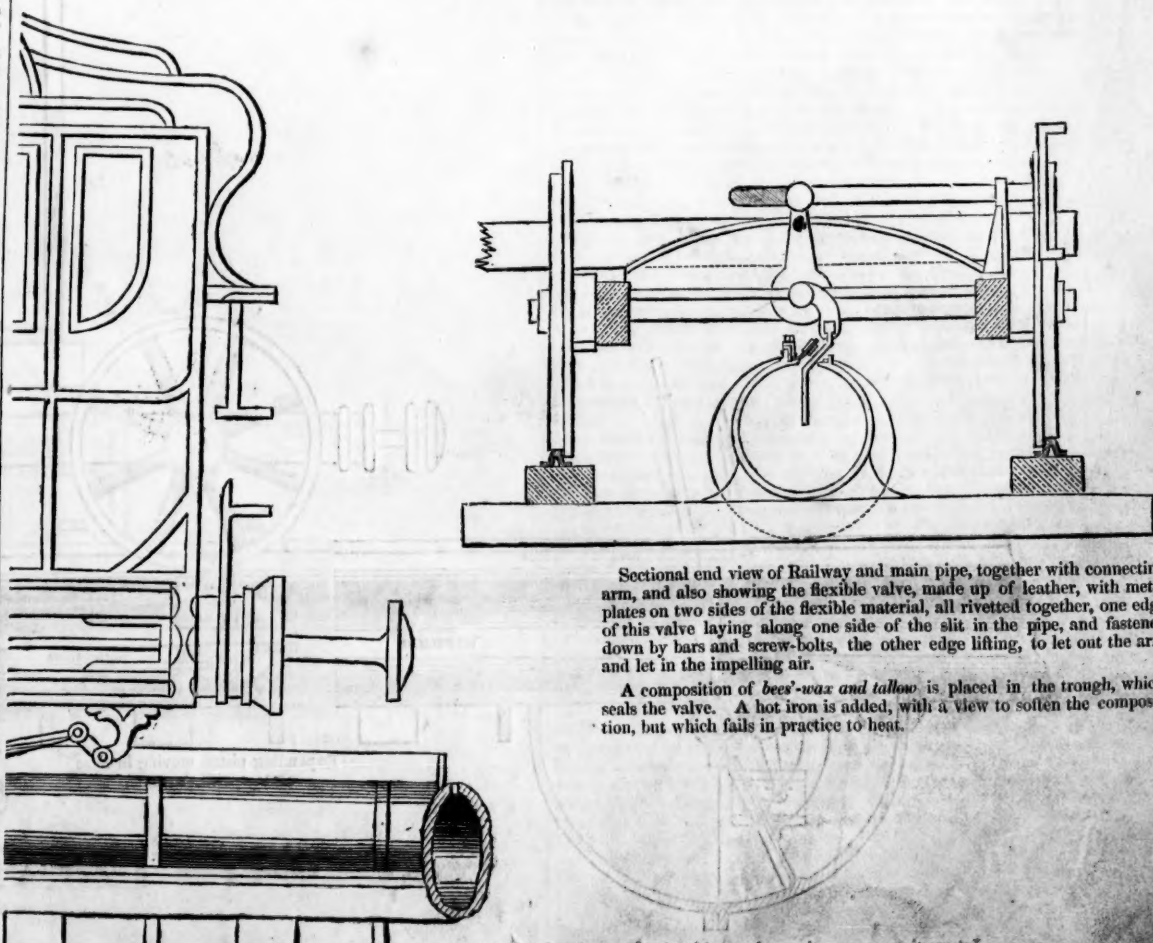
Sectional End View of the System, as Invented by Mr. Pinkus in 1824, and Patented, with Modifications, in 1834 and 1836.



Sectional end view of Railway and main pipe, with end view of piston and carrying wheel, together with connecting arm, and also showing the flexible valve made up of leather, with metal plates on two sides of the flexible material, all rivetted together, one edge of this valve laying along one side of the slit in the pipe, and fastened down by bars and screw-bolts, the other edge lifting, to let out the arm and let in the impelling air.

Into the trough and under the valve-cover is placed a composition of tar and tallow, for lubricating the valve, which also cements its lip, making an air-tight valve.

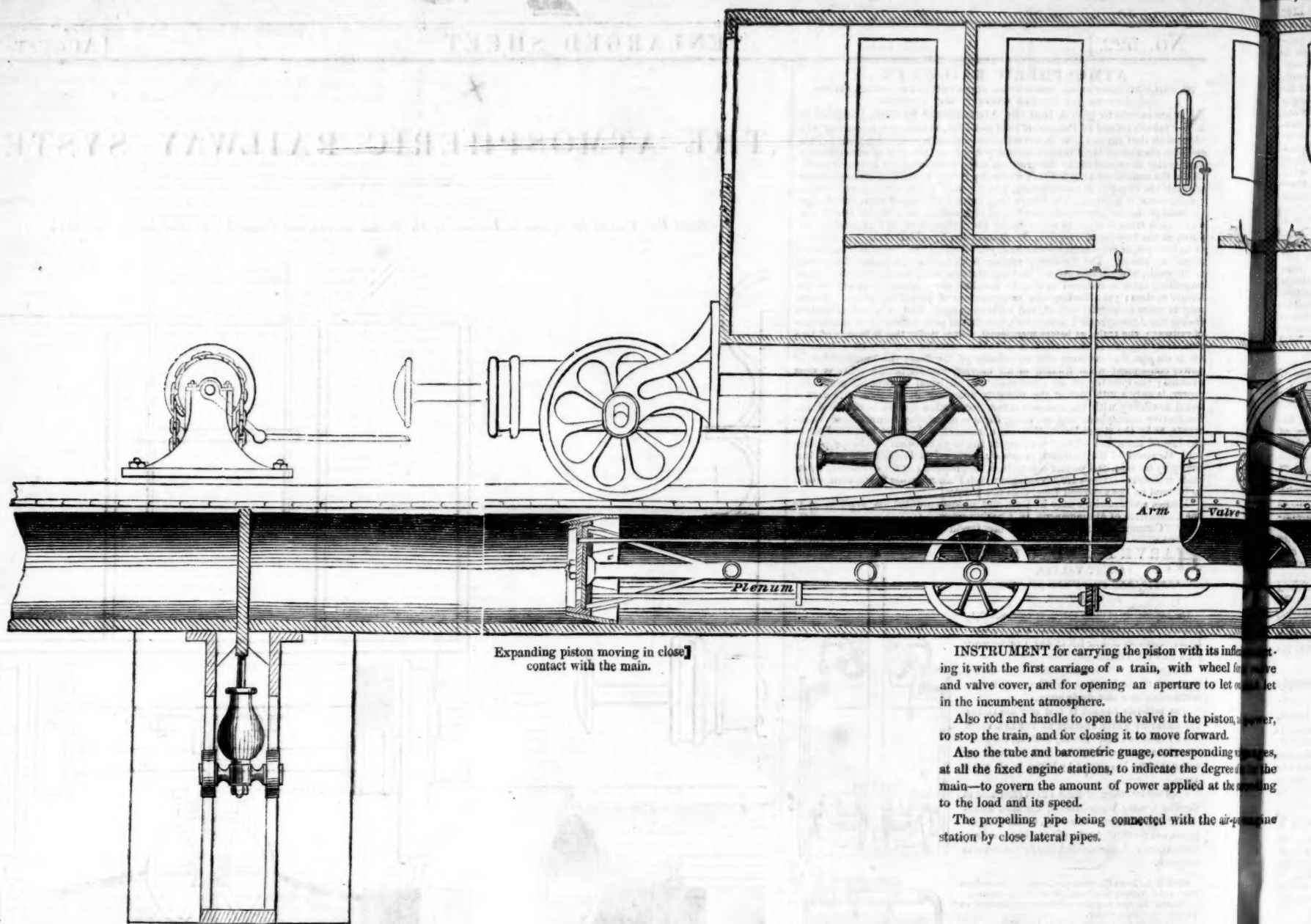
Sectional End View of the System used by Messrs. Clegg and Samuda.



Sectional end view of Railway and main pipe, together with connecting arm, and also showing the flexible valve, made up of leather, with metal plates on two sides of the flexible material, all rivetted together, one edge of this valve laying along one side of the slit in the pipe, and fastened down by bars and screw-bolts, the other edge lifting, to let out the arm and let in the impelling air.

A composition of bees-wax and tallow is placed in the trough, which seals the valve. A hot iron is added, with a view to soften the composition, but which fails in practice to heat.





Expanding piston moving in close contact with the main.

INSTRUMENT for carrying the piston with its influence, connecting it with the first carriage of a train, with wheel for valve and valve cover, and for opening an aperture to let air in the incumbent atmosphere.

Also rod and handle to open the valve in the piston, power, to stop the train, and for closing it to move forward.

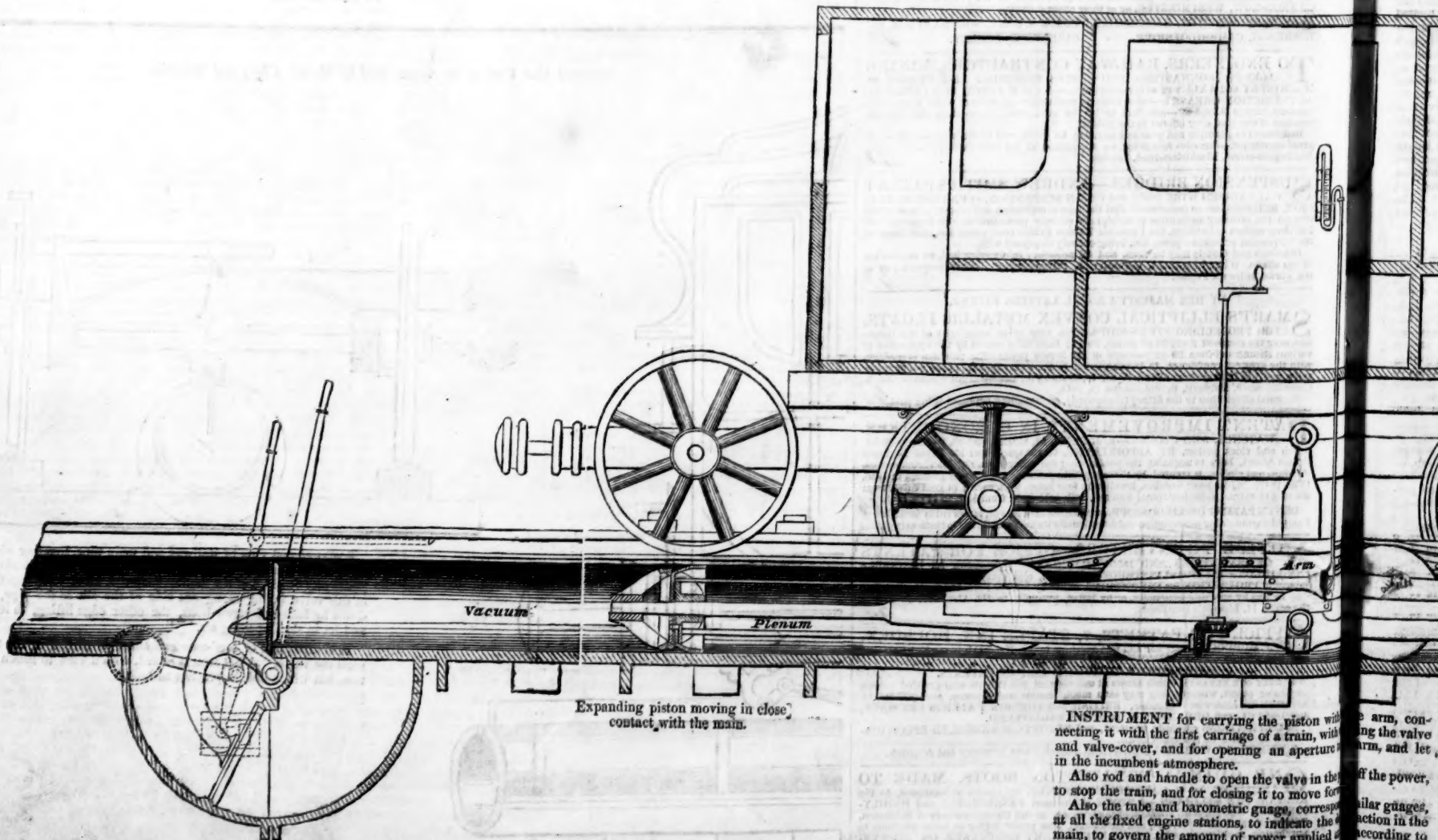
Also the tube and barometric gauge, corresponding to the main—to govern the amount of power applied at the engine station to the load and its speed.

The propelling pipe being connected with the air-pipe at the engine station by close lateral pipes.

Intersecting or separating valve, with vertical motion, for dividing a long line of railway into sections of suitable lengths, without breaking the continuity of the pipe, and so to confine the power of the fixed engines to their respective sections, and enable all the sections to be worked simultaneously.

## MESSRS. CLEGG AND SAMUDA'S PATENT

as carried into practice on the Dublin and Dalkey Railway, in Ireland, to be adopted



Expanding piston moving in close contact with the main.

INSTRUMENT for carrying the piston with its influence, connecting it with the first carriage of a train, with wheel for valve and valve cover, and for opening an aperture to let air in the incumbent atmosphere.

Also rod and handle to open the valve in the piston, power, to stop the train, and for closing it to move forward.

Also the tube and barometric gauge, corresponding to the main, to govern the amount of power applied at the engine station to the load and its speed.

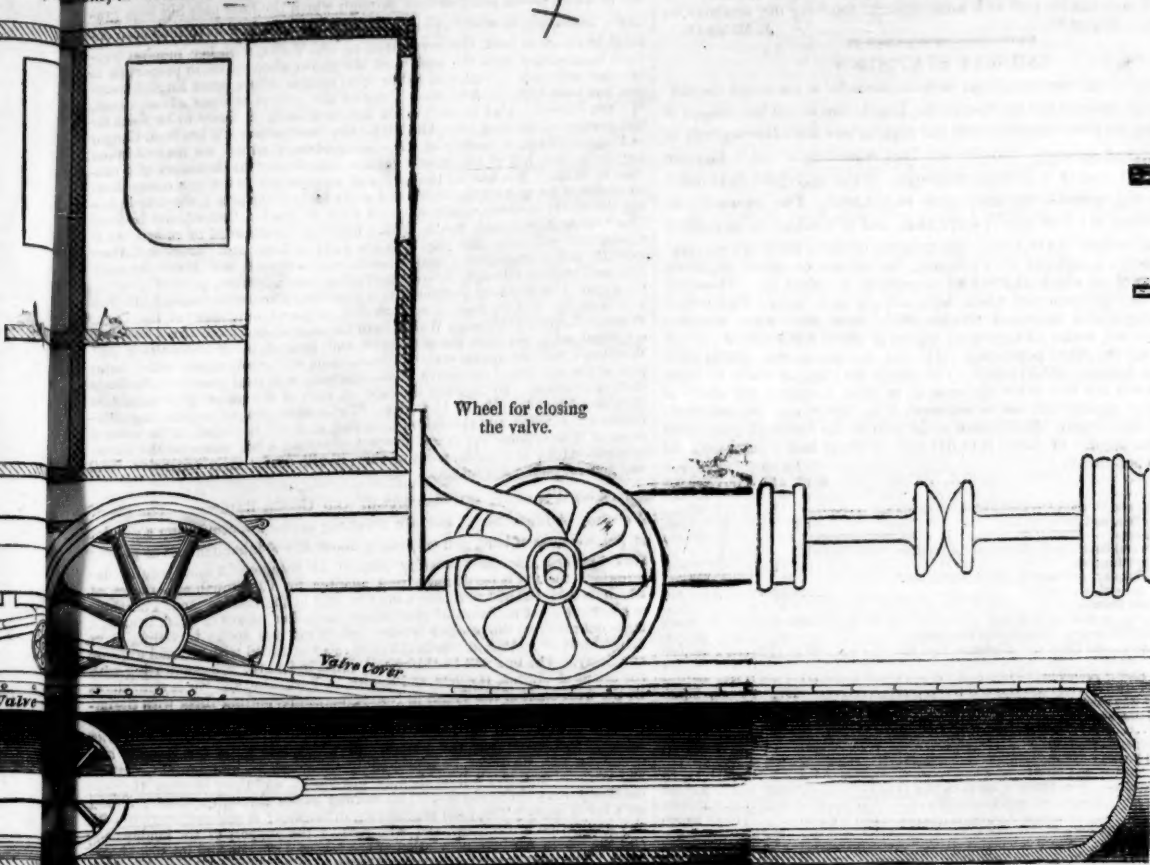
The propelling pipe being connected with the air-pipe at the engine station by close lateral pipes.

Intersecting or separating valve, with circular motion, for dividing a long line of railway into sections of suitable lengths, without breaking the continuity of the pipe, and so to confine the power of the fixed engines to their respective sections, and enable all the sections to be worked simultaneously.



# ATMOSPHERIC RAILWAY,

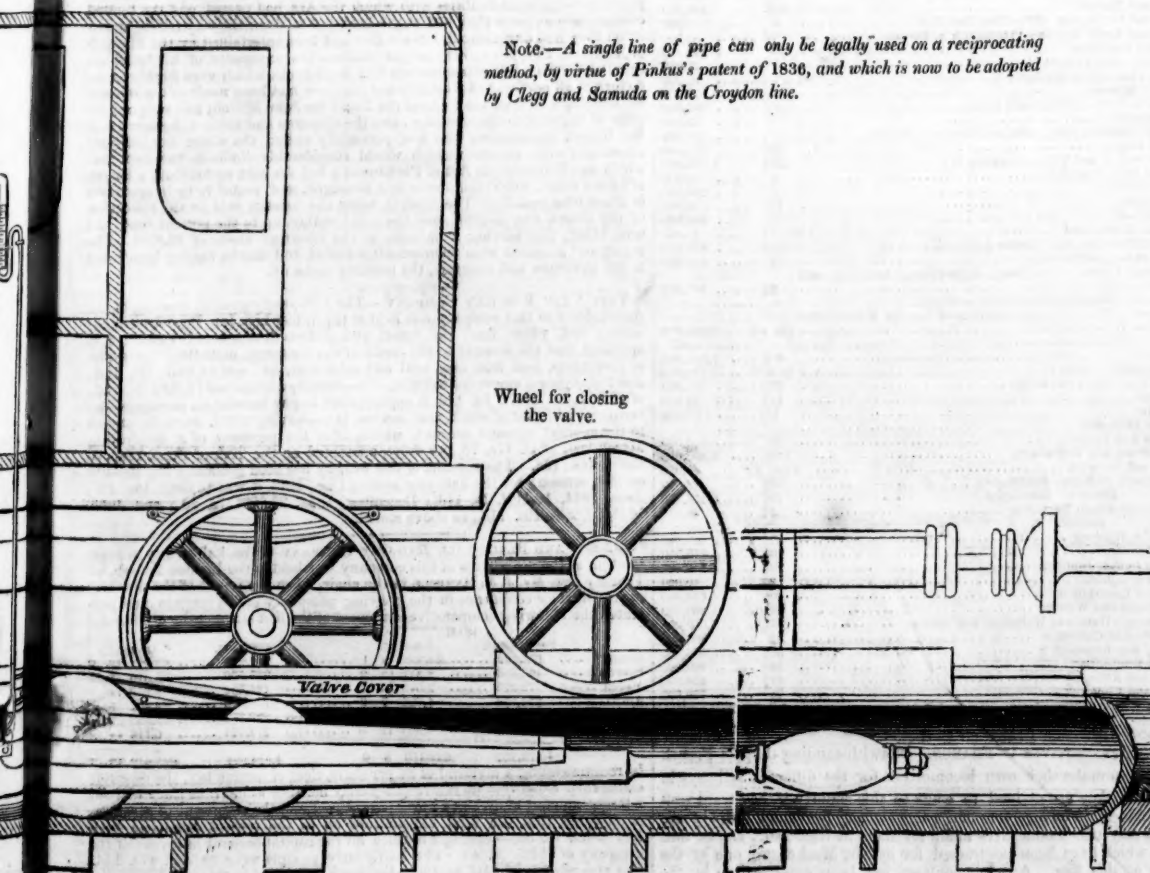
patented, in 1834 and 1836.



Longitudinal section of main pipe.

## REGISTERED INFRINGEMENT,

referred to be adopted on the Croydon Railway,



Note.—A single line of pipe can only be legally used on a reciprocating method, by virtue of Pinkus's patent of 1836, and which is now to be adopted by Clegg and Samuda on the Croydon line.

Longitudinal section of main pipe.

## THE ATMOSPHERIC RAILWAY GAZETTE.

### THE ATMOSPHERIC RAILWAY SYSTEM.

We live in an age that the rapid advances in the physical sciences renders the most remarkable in the annals of mankind. The school of Athens is reflected in its modern prototype, our own country, the nursery of the arts, whence its renovating influence is extended to almost every part of the habitable globe. To Great Britain the sinewy efforts made in the exact sciences have been the source of great and growing wealth, making it the banking-house of the civilised world. The mighty power of steam in this country effects annually production equal to 270,000,000 labourers, in a population only of 28,000,000.

The example of our industry has spread abroad, and, at a period when lusty rivalry sprang up in neighbouring countries, competing with our commerce in distant regions to a degree that made the cost of transit from our mines and factories to the place of shipment equal to the profit of the merchant. At such a period the ameliorating institution of railroads came successfully into practice to lessen the cost of conveyance at home; and, outstripping the eagle's wing, gave spirit to commercial enterprise; and at a time when the necessity for opening new markets to give vent to increased production arrived, steam navigation came successfully into practice, to sustain and give spur to drooping commerce, simultaneously with the spread of our mighty empire in the east, grasping, as it were, our distant possessions, and drawing them nearer to our own home.

These vast strides in improvement are due to the genius of our country; our fellow-creatures in every land reap the exhilarating benefits of them; 300,000,000 of British capital has been invested in the establishment of them, yet, are they only in their expanding infancy. Our impatient enterprise in their uses renders them insecure, and, to a degree, dangerous; we hail, therefore, with satisfaction every advance in the path of their improvement. Upon reflection, and from the sources of our information, we are convinced that the atmospheric system of propulsion is a giant rival starting into use, yet further to improve our condition and render security to life and limb in the rapid flights of transit, the acquired practicability of which has made indispensable to the wants of man; therefore it is, that we have determined to devote our columns to the improving march that public opinion will assuredly sustain, as it has heretofore the less perfect, less secure, locomotive steam system. To that end we shall, in future Numbers of our Journal, give accounts of the different systems of atmospheric railway in its progress to this time, and, without bias, point out what we, assisted by the opinions of practical men, conceive to be the requirements and general economy of that system.

If our information of the improvements already made be well founded, we have no hesitation in saying that it must, ultimately, supersede the common railway system; they cannot both stand, notwithstanding the natural scepticism of mankind in the first instance on any proposition for great innovation. The old system at first met with strong opposition, but men saw and believed; it had its triumph, and the same thing will again occur. In a commercial point of view, these improvements that shall render the stationary steam power available as a means of rapid transit will meet with encouragement—whilst the security arising from the absence of the ponderous, expensive, and dangerous locomotive steam-engine, will obtain the public approbation for the former. The time has now arrived when the almost daily ravages of the present system call imperatively on the Legislature and the country to protect the lives of the millions of our population who travel by railway, and who are at all times made subject to the appalling effects of the reckless use of the, not inaptly termed, "great juggernaut system"—reckless, we say, for it is manifest that a system laid out and worked as railways were, is not suited to the uses that are; a permanent way for a locomotive of twelve tons, with a radius of curve estimated as safe at a speed of twenty-five miles an hour, is not suited to the locomotive of twenty tons, and a speed of fifty miles. The depth of flanges remaining the same—deflection of the material of the way and centrifugal force render the depth of flange insufficient; the greater friction of the flange on the rail consequent on concussive force arising from higher speed, together with the deflection of the rail, induces the flange of the wheel to climb, as it were, over the rail. Now, if we look to the but partial remedy for this evil, we shall find it in the combined elements of deflection, friction, and concussive force; we shall find the former governed by the latter, proportionally to the square of the velocity. In proceeding, therefore, from a speed of twenty-five to fifty miles an hour, the strength of the material, and the curves of the way remaining the same, we should require for a comparative safety, a depth of flange not of one inch and a quarter, but a depth of five inches. If, therefore, these are the proper elements to be considered in the uses of that system, and that the law that governs them, it is clear that, since the principle that would make them safe cannot be applied to the present rails, some other appliance must be adopted to give security in the working of railways as they are. We believe that improvements have been made in the application of the atmospheric system that do afford an approximation to perfect security within the range of the strength of material. We feel convinced that the public mind is awake to the imperfection of a system fraught with so much danger. We have been anxiously looking forward to see the substituting power for railways in the new system; but, on investigating the subject of the means offered to the notice of the public, till of late, we had our doubts of the complete success in the form in which it was presented. The plan presented on the Dalkey and Croydon lines—whilst leaving no doubt on our minds as to the practicability as a means of transit—exhibited defects which showed it to be far from perfect, and not calculated to meet the exigencies of railway traffic on long lines of much traffic, and where the chief danger to the traveller is met with; we are borne out in this view by the evidence of the eminent engineers examined in Parliamentary committees.

The engravings, that we to-day present to our readers, show the system as applied on the Dublin and Dalkey line, and on the Croydon line, these appear to be identical with the invention of Mr. Pinkus, who is the first patentee; and we call attention to the advertisement, on our first page, of the new systems of that gentleman, who has laboured so many years in improving the atmospheric railway. We have investigated the propositions there set forth, and have great pleasure in recording our opinion, which is in accordance with those of engineers who have examined the subject, and who are of opinion, that every objection taken by certain engineers to the method adopted on the Dalkey line is, by the new systems, completely neutralized; making the application of atmospheric railways not only perfectly unobjectionable, but well suited to supply efficiently the wants of railways under every contingency on long lines equally with the present locomotive steam system, and with an economy that it appears, at first view, surprising, the system is capable of.—Mr. Pinkus's improvements in the atmospheric system, involving several varied methods, are, as appears from the advertisement, of the following nature:—1. The long valve is dispensed with, and all loss, consequent upon its leakage, avoided.—2. The diameter of the propelling main is reduced by one-half.—3. Only a single line of propelling tube to a double line of railway is applied, thus saving half the cost in that respect.—4. He is enabled so to apply the power as to move each train by the action of two stationary engines at the termini of the section of a tube simultaneously; thus, whilst applying the same amount of power, the cost in first construction of engines is reduced by one-half, and the annual maintenance of the stationary power also by one-half, and more.—5. The line of tube forms a central surface along the line, along which guide wheels are made to move, so as to confine every carriage in a train, and prevent the possibility of any one carriage, or the train, moving off the line, thus securing a greater degree of safety under the highest speed.—6. The stationary power is so applied as to work constantly during the working day, husbanding power during intervals when trains are not moving, thus inducing a yet further economy in the maintenance of stationary power.—7. The long column of air in the tube does not move with the velocity of the train, so that the loss of power consequent upon the friction of air in pipes (which is very great) is neutralized, and further economy is insured in that respect.—8. A flexibility, equal to that of the locomotive steam system, is insured, and tractive power increased on ascending planes, without enlarging the tube, or the stationary engines, at such places.—9. High gradients may be worked with safety, the air in the tube acting as a cushion to retard the train on descending planes, and no more power is applied on levels than suffices to propel the



train, whilst it is altogether shut off on declivities, and is increased to any required degree on ascents.—10. Long lines can be worked with the same facility as short ones, and all expensive works and tunnelling may be avoided.

By our newly-adopted title, the public will see that we stand pledged to the atmospheric system, from conviction that it must succeed, and that it will be a blessing to our country and to the world. We are not, however, pledged to any particular system, nor do we pledge ourselves to advocate any system in particular, further than we are convinced of its superiority. The best system, whoever may be its inventor, will have a claim of priority on our columns. We consider that, at present, Mr. Pinkus's new systems stand pre-eminent and unrivalled, and, therefore, we give them our cordial support—that gentleman has devoted his scientific acquirements and fortune for the last twenty years to the success of that system, and his labours having triumphed issue, we think he is justly entitled to the thanks and support of the public. But we think it due to our readers, after this statement, to submit in our future Numbers the reasons we have for this opinion. We shall give an account of all the propositions made up to this time in England, France, and elsewhere, and we shall point out the merits and fallacies as they appear.

#### IMPROVEMENTS IN THE ATMOSPHERIC RAILWAY.

SIR.—In my remarks on Mr. J. Nasmyth's mode of procuring vacuum for atmospheric railways, which appeared in the *Mining Journal*, Aug. 2, I certainly did intend to be impartial, and although my conceptions, which were formed from the description of his invention, given in the *Mining Journal*, July 19, may be inadequate, when referred to views existing in Mr. Nasmyth's mind, or such as are contained in his letter, given in last week's *Journal*; yet, as I had to do then with the article before me, I trust, when so referred, they are neither limited or partial.

In this edition, Mr. Nasmyth has made considerable advances in what seems to me the right direction, such as exhausting a given length of tube by a single operation, whereby he certainly will avoid the objection of filling the chamber with comparatively dense steam, to force out a vessel full of rarefied air. Again, by partially filling the first vessel with steam from the second, before the injection is introduced to condense the remainder, in this he hath done what he can towards a set-off against the expansive property of steam, which the engine is peculiarly adapted to render useful; I doubt not but he is right, that, by suddenly producing a vacuum in the propulsion tube, less leakage will ensue at the continuous valve. It will be found, that the modifications which this improved view justify in my former conclusions, will only increase the mechanical effect of 26 ozs. of steam from 16,000 lbs. lifted 6 feet high, to 24,000 lbs. raised through the same distance. As, although I think it an improvement, if possible, to exhaust the tube at one operation, and thereby force out a vessel full of air at 15 lbs. pressure, with steam, at the same, or a little greater, pressure. Yet, if the reader will imagine Mr. Nasmyth's chamber, of 150 feet high and 10 feet diameter, to be a pump barrel with a piston (which for our present purpose is supposed to move without friction), and valves, as pumps usually are, we have then only to suppose, that, on driving out the cylinder full of air, the propulsion tube will have a vacuum produced in it equal to 7½ lbs., as Mr. Nasmyth proposes. Now, I think, without any abstract or doubtful reasoning, we cannot fail to perceive that the power required to produce such an effect, could not exceed an average pressure of 3½ lbs. persquare inch, whilst, on the new plan, less than 15 lbs. per square inch cannot effect it. To be brief, we have then for any given quantity of coals consumed; mechanical effect produced, which would stand thus, by the direct system 25, and by the old 125; in this estimate friction is not taken into account, nor do I think it can be fairly arrived at, but by experiment, and as Mr. Nasmyth appeals to a full-sized experiment, here I willingly join issue with him, content to abide the decision of fairly-conducted experiments in all matters of this nature, either to confirm my present views, or show me better.

Birmingham, August 19.

#### CONTINENTAL RAILWAYS—LUGGAGE.

SIR.—I have already said, that I most cordially approve the excellent arrangements of the continental railways, and, in very many ways, they are infinitely preferable to our own, and it was devotedly to be wished that we should copy not a few of them. There is, it is true, no accelerated speed, or *saute qui peut* flight, but there is an equable and uniform motion, on an average of twenty miles an hour, and a regularity almost equal to clockwork, and no confusion or loss of time at the stations, as is too often the case in this country, where the prolonged stoppage and loss of time at some of them is most annoying, and to many a question of no inconsiderable moment—all proving a miserable defect of arrangement in the branch trains connected with the main trunks. The various companies should either be compelled by Government, or the voice of public opinion, to act in unison; for I apprehend the public have no right to suffer by their petty jealousies and quarrels. Normanton and Derby may be cited as examples of what I now allude to, though the evil is too general to name specific cases. Were railways in the hands of Government, as are those of Belgium, Prussia, &c., the evil would be corrected, and uniformity secured; as well as "last, not least," infinitely increased personal safety; nor does it, in my opinion, require any prophetic eye to foresee that this must, of necessity, be the ultimate and inevitable result. The extravagant fares and frequently recurring accidents will compel the adoption of these ulterior measures. Allow me, now, to advert to the question of luggage, in reference to foreign railways. This has been pronounced, as in the *Illustrated News* of last week, for instance, to be one of incessant annoyance to the denizens of this "free country." Being an old traveller, I have learned long ago to submit to many little inconveniences, aggravated, in too many cases, by the rude and reckless, absurd and haughty, conduct of *mi for Anglais* himself—complaint here, however, is most unreasonable and uncalled for. In this "free" country *extra weight* is taxed and paid for—sometimes, indeed, if inconsiderable, it may be overlooked; elsewhere, on the other hand, they are too rigid in their exaction, and rather "sharp" in their charges; or, again, one individual may be allowed to escape, while another is charged, and that the one least able to afford the extra, and, perhaps, uncalculated, expense; I speak from personal knowledge—"Quoque ipse miserrima vidi;" and, after all this extra fare for luggage, you have no redress or claim if your packages are lost. In this case, you have paid, strange enough, a tax on what you have lost, irrespective of the intrinsic value of the property so lost. I have no hesitation to say, that the reckless manœuvre, for there is no arrangement or management whatever exhibited at the Euston-square station, London, is a disgrace to a civilised country. In due time, after the arrival of the train, the luggage is heaped up *en masse*, in most riotous *melange*, and forms a truly *saute qui peut* scene of confusion and strife; and, in the name of common sense, what is there to hinder a thief of the most ordinary cunning and expertness to load himself with booty, especially where females are concerned, who cannot be expected to rush to the rescue, and jostle their way through among the crowd. This is no imaginary scene of loss of property—it is a common occurrence; and I have, in my mind's eye, a very recent instance. No! No! Sir! Believe me; and, as Lawrence Sterne says—"They manage these things better in France," than in this "free" country. It will now be merely necessary, that I mention the admirable system as to the question of luggage in my own individual case. The continental traveller, I may here observe, by the way, should restrict himself to as limited a quantity of luggage as possible; he will thus save himself an infinite amount of trouble and inconvenience—I contented myself with a simple carpet-bag. At Verriers we approach the confines of Rhenish-Prussia—here my carpet-bag was duly weighed; I was charged a half franc (5d.) for extra weight, and received a receipt; a counterpart of the number, &c., was pasted on the address card, and having mentioned at the "bureau" where I wished to stop, it was printed "Verriers—Oachen," the latter being the German name of Aix-la-Chapelle—this last being within the Prussian dominions, the luggage must needs be searched, which, in my case, I must needs say, was merely formal. On arrival at Aix-la-Chapelle, we passed into the "bureau des Douanes," when the entrance door was shut; "Messieurs les voyageurs" were here ranged round a low platform, which completely insulated the officers and their officials; the luggage was brought into the interior of the quadrangle, and, as it was being brought in, it was merely necessary to call out *ici*, by such as could not speak German, when the luggage belonging to each was instantly laid before him; you then delivered your "billet," which the official checked by the counterpart on the luggage; the billet was then stamped and returned, when the formal examination took place, and the delivery of this again was your passport, together with that of your luggage, on leaving by a separate door. Now, I call all this very nice arrangement, and would say to the authorities and all concerned among ourselves—"do likewise." Suppose, now, my carpet-bag had been lost, my "billet" secured me the payment of loss, in the

ratio of 7 f. (5s. 10d.) for every kilogramme (say 2½ lbs.) that my carpet-bag weighed; I think, therefore, I have made good my position that we may learn a very useful lesson from our continental neighbours here. In my next I may trouble you with some remarks touching the steamers on the Rhine.—August 20.

J. MURRAY.

#### RAILWAY STATISTICS.

As many of our correspondents have inquired for a list of all the railways which obtained the sanction of the Legislature in the last session of Parliament, we have complied with the request, and the following will be found a correct summary of all the new lines, consisting of 105 in England and Scotland, and 12 in Ireland, measuring, in the aggregate, 2841 miles, and involving capital to the amount of 44,322,235. The estimated revenue of these 117 new lines is 4,672,264, and of dividend to be paid on the capital invested 2,817,311. Independent of these there are seventy-seven railways completed or in progress, the amount of capital for which is 85,370,723, of which 32,279,830, remains to be called up. There are also 196 railways projected which have not yet been before Parliament, representing a total capital of 160,309,000; these, with some branches and extensions, make an aggregate capital of above 300,000,000, or 15l. per head for the entire population. Of this enormous sum, 72,644,938, is paid up, leaving 227,355,062, to be called for; but, as some of these new lines will not be carried out, and, as in some instances the whole of the nominal capital will not be required, if we strike out 100,000,000, there will still remain 130,000,000 to be paid in the course of four or five years. The number of shares is 11,047,821, or about half a share each for the entire population:—

	Length.	Capital.
Miles.	£.	
Aberdeen .....	84	450,000
Aberdeen .....	38	850,000
Ashton, Stalybridge, and Liverpool Junction—Ardwick .....	14	60,000
Bedford, London, and Birmingham .....	15 m. 74 c.	125,000
Birmingham and Gloucester—Gloucester Extension, Stoke Branch, and Midland Junction .....	15	37,422
Blackburn, Burnley, Accrington, and Colne .....	24	530,000
Blackburn, Darwen, and Bolton .....	14½	500,000
Blackburn and Preston .....	31	52,468
Bridge Water Navigation and Railway .....	1250 yds.	12,000
Brighton and Chichester—Portsmouth Extension .....	22½	320,000
Brighton, Lewes, and Hastings—Hastings, Rye, &c. .....	29 m. 6½ c.	500,000
Ditto .....	9 1-7	140,000
Bristol and Exeter Branches .....	150 yds.	500,000
Caledonian .....	137½	2,100,000
Chester and Birkenhead Extension .....	42	300,000
Chester and Holyhead .....	42	500,000
Clydesdale .....	15	300,000
Cockermouth and Workington .....	8½	80,000
Dunfermline and Perth .....	20½	210,000
Dunstable, London, and Birmingham .....	27	50,000
Eastern Counties—Ely and Whittlesea Deviation .....	23½	330,000
Ditto .....	17½	150,000
Eastern Union .....	—	50,000
Eastern Union and Bury St. Edmunds, No. 2 .....	26½	400,000
Edinburgh and Glasgow .....	64	490,000
Edinburgh and Hawick .....	43½	400,000
Edinburgh and Northern, No. 1 .....	41 3-5	50,000
Ely and Huntingdon .....	22½	194,400
Epping, No. 2 .....	12	200,000
Erewash Valley .....	13½	190,000
Exeter and Crediton .....	54	70,000
Glasgow and Ayr—Cumnock Branch .....	18½	204,000
Glasgow, Barrhead, and Neilston Direct .....	9	150,000
Glasgow Junction, and Coatbridge .....	21	150,000
Gravesend and Rochester .....	61	170,000
Great Grimsby and Sheffield .....	59½	600,000
Great North of England—Clarence and Hartlepool .....	23 ch.	21,000
Great North of England and Richmond .....	94	150,000
Guildford Junction .....	—	—
Huddersfield and Manchester Railway and Canal .....	22½	630,000
Hull and Selby .....	15½	522,000
Hull and Selby—Bridlington Branch .....	21	210,000
Kendal and Windermere .....	104	125,000
Lancaster and Carlisle .....	41	—
Leeds and Bradford—Shipley to Colne .....	31	500,000
Leeds, Dewsbury, and Manchester .....	20½	650,000
Leeds and Thirsk .....	44½	850,000
Liverpool and Bury—Bolton, Wigan, and Liverpool and Bury Extension .....	33½	912,000
Liverpool and Manchester .....	31	305,000
London and Brighton—Horsham .....	8½	100,000
London and Croydon—Enlargement .....	—	—
London and Greenwich .....	—	—
London and South-Western—Metropol. Extn. No. 1 .....	2	800,000
Ditto .....	—	—
Lowestoft Harbour and Railway .....	11½	120,000
Lynn and Dereham .....	12½	270,000
Lynn and Ely .....	37½	300,000
Manchester and Birmingham—Ashton Branch .....	5 1-5	93,000
Manchester, Bury, and Rosendale .....	—	—
Manchester and Leeds—Burnley, Heywood, & Oldham Branches .....	8½	360,000
Ditto, Heywood Branch .....	14	—
Ditto, Oldham .....	—	—
Manchester and Leeds, No. 2 .....	94	350,000
Manchester, South Junction, and Altrincham .....	7½	400,000
Midlands—Nottingham and Redcar .....	33½	408,000
Ditto .....	47½	750,000
Monmouth and Hereford .....	36½	550,000
Newcastle and Berwick .....	50½	1,400,000
Newcastle and Darlington—Branding Junction .....	6	650,000
Newcastle and North Shields—Tynemouth Extension .....	13	115,000
Newport and Pontypool .....	13	115,000
North British—Amendment .....	13	47,000
North Union and Ribblesdale Navigation .....	64 7-8	16,000
North Wales Mineral .....	12½	150,000
North Wales—Porthdyllaen and Bangor .....	28½	300,000
North Woolwich .....	21	30,000
Norwich and Brandon Dev.—Diss and Dereham Branch .....	17	220,000
Oxford and Rugby .....	50½	600,000
Oxford, Worcester, and Wolverhampton .....	103	1,500,000
Preston and Wyre Branches .....	84	50,000
Richmond (Surrey) .....	6	260,000
Scottish Central .....	47½	850,800
Scottish Midland .....	33½	300,000
Sheffield and Rotherham .....	3 1-2	45,000
Shrewsbury, Oswestry, and Chester Junction .....	28½	410,000
Southampton and Dorchester .....	62	500,000
South-Eastern Extension to Deal, Canterbury, Margate, and Ramsgate .....	94	187,000
South-Eastern—Tunbridge to Tunbridge Wells .....	—	—
South-Eastern—Widening, and Extension of London & Greenwich .....	—	—
South Wales .....	182 4-5	2,800,000
Taw Vale .....	49	1,250,000
Trent Valley .....	11 4-5	133,055
Wakfield, Pontefract, and Goole .....	27½	365,000
West Valley .....	11½	82,000
West London .....	11	60,000
Whitby and Pickering .....	—	—
Whitehaven and Furness .....	40	350,000
Wilts, Somerset, and Weymouth .....	129½	1,500,000
Yarmouth and Norwich .....	2 1-2	40,000
York and North Midland—Bridlington .....	19½	87,000
Ditto .....	184	230,000
York and Scarborough Deviation .....	31	38,250
IRISH.		
Belfast and Ballymena .....	37½	385,000
Cork and Bandon .....	20½	240,000
Dublin and Belfast Junction .....	73	950,000
Dublin and Drogheda .....	31	40,000
Dundalk and Enniskillen .....	40½	750,000
Great Southern and Western .....	284	1,200,000
Great Western—Dublin to Mullingar and Athlone .....	77½	1,000,000
Londonderry and Coleraine .....	39	500,000
Londonderry and Enniskillen .....	56½	500,000
Newry and Enniskillen .....	55½	900,000
Waterford and Kilkenny .....	37½	250,000
Waterford and Limerick .....	78	750,000
Total .....	2841	£44,322,235

ENGLISH LOCOMOTIVES IN FRANCE.—Notwithstanding that the French are striving to make their own locomotives for the different railways in construction, they are obliged to come to this country if they want well made machines. The directors of the Orleans and Bordeaux Railway are having twenty-two locomotives made for them at Newcastle, Leeds, and Newton, which have been contracted for by Mr. Mackenzie; one of the directors of this line. Another contract has been entered into by the Avignon and Marseilles line with the house of Stephenson, of Newcastle, for twenty-five locomotives, making forty-seven, the cost of which is to be 80,000, or 2,000,000 f. As the different lines, the adjudication of which passed last session in the Chambers, progress, there is very little doubt that some very extensive contracts will be entered into for steam-engines in this country, as, although the French are certainly improving greatly in the making of machinery, they are yet far behind our experienced mechanicians of the north of England, Liverpool, Manchester, and Birmingham.

GREAT NORTH AND SOUTH WALES RAILWAY.—While in England, during the past fifteen years, railway accommodation has been so rapidly extending, and in which period every district through which the lines pass has been gradually increasing in wealth, and the labouring population have thus been enabled to secure at least the necessities of life, Wales, with her mineral treasures unsurpassed upon the surface of the globe, when taken in proportion to her size, and with agricultural riches equal to some of our finest English counties, has been hitherto left entirely out of the pale of railroad advancement. We are, however, glad to see, that at last something is likely to be done for this portion of the kingdom. The bill for the construction of a line from Bangor to Porthdyllaen, a meeting of the shareholders of which we noticed in our last, is the first bill of the present session authorising the formation of a railroad in Wales; this has led the way, and we have now to notice a comprehensive scheme for uniting the north and south parts of the principality, and placing the whole in direct communication with Worcester, Oxford, and London. The "Great North and South Wales Railway" is intended to commence at Carnarvon, and unite that city with the ports of Barmouth, Portmadoc, Aberystwith, and Carmarthen; near Llanidloes, a branch will leave the main line, and passing through Newcastle-Emlyn and Kilgarren, proceed direct to Cardigan. The northern portion of this line, from Carnarvon through Harlech and Dolgelly, will, in connection with the proposed extension of the C. & W. Western Company through Wales, form the nearest and most direct means of communication between the metropolis and Ireland, by Porthdyllaen and Wicklow; and the improvement of the harbour of Porthdyllaen, which forms part of the scheme of the North Wales Railway, will tend greatly to facilitate such intercourse. By skirting the base of each of the three great mountain districts—Snowdon, Cader Idris, and Pinninmon—severe engineering difficulties are avoided, and this railway, uniting, as it will, the whole of the western coast of Wales, holds out every prospect of paying a fair return to the shareholders—while, in a public point of view, it will confer most extensive local and general public advantages.

ISLE OF AXHOLME, GAINSBOROUGH, AND GOOLE RAILWAY.—The Isle of Axholme, in Lincolnshire, and the adjoining townships, comprising a district of 160,000 acres of land, and containing about 40,000 inhabitants, is at present almost isolated, though possessing natural advantages of a most peculiar description; the soil is particularly well adapted for the growth of potatoes, of which article 120,000 tons are annually sold in the London and Yorkshire markets, and yet for want of good roads, and other means of quick transit, a large quantity of the produce is often left to rot and spoil; travelling is in many cases altogether impracticable, and in all attended with unusual expense and delay. The line will be thirty-one miles in length, communicating with the towns of Thorne, Hatfield, and Snaith, in Yorkshire, and the several places on the west bank of the Trent, in Nottinghamshire, uniting them with the improving port of Goole, and thus opening the most ready means of access to the German Ocean. The exports of the agricultural produce from this district amounts to 266,000 tons per annum, and which, when a railroad comes into operation, will, no doubt, be considerably extended, as, by its means, natural and artificial manures will be cheaply introduced, and thus increase the productive powers of the district. This railway passes through a country almost on a level, entirely free from engineering difficulties; it will not interfere with any navigation or drainage, and will receive the support of the landowners, and the whole resident population of the Isle of Axholme and its neighbourhood. The most careful calculations have been made as to the traffic which will ensue on its completion, and which, at the very lowest estimate, will return a profit of 10 per cent. on the capital invested.

SCOTTISH WESTERN RAILWAY.—This line of railway is intended to supply accommodation to the important county of Argyll, the western part of Inverness, and the whole of the Western Islands, including Mull, Skye, Lewis, Harris, North and South Uist, Tiree, &c. It will commence at Oban, proceeding by Loch Etive, Loch Awe, Dalnally, Tyndrum, and Loch Lomond, to Balloch, terminating at either of the proposed lines from Glasgow to Dumfries and Balloch—thus forming an unbroken chain of communication between the north-western coast and the east and south of Scotland. By the present means of communication, the distance between Glasgow and Oban is 180 miles by sea—a journey always tedious and expensive, and often attended by considerable danger, while by the proposed line it will be reduced to ninety miles, and that distance be performed with rapidity and safety. The agricultural produce of the Western Highlands will in itself supply a large amount of traffic; the extensive salmon fisheries, and the cattle and sheep which come in great numbers from the north, southward, would jointly pay a fair per centage on the outlay; and when to this is added the large passenger traffic which will ensue throughout so populous a district, there is no doubt a handsome return will be secured for the outlay. The important lead mines of the Marquis of Breadalbane and others, with the slates, lime, and other minerals on the route, will greatly add to the traffic, and the entire district being without coals, that necessary article of consumption will return a considerable sum for its carriage. The passenger traffic will, doubtless, be also very considerable, embracing the most romantic and beautiful scenery of the highlands, winding along Loch Lomond, by the base of Ben Cruachan, and the pass of Brander, and forming the most direct route to the famed Isles of Iona and Staffa, it cannot fail to attract numerous parties of pleasure and recreation from the manufacturing towns, now so common on railways, in addition to those who are obliged to travel on business. There are no works of more than usual difficulty on the line, the whole length is sixty-eight miles, and the capital required is 700,000.

LONDONDERY AND ENNISKILLEN RAILWAY.—The first meeting of the shareholders, after the passing of the Act of Parliament, was held at the Guildhall Coffee-house, on Wednesday, the 20th inst., Mr. FERRIS in the chair, when a short report from the directors was presented, which congratulated the proprietors upon the facilities with which the Act had passed, and the limited comparative expense they had as yet been put to, from the very trifling opposition they had experienced. Some fear had been entertained by the Marquis of Abercorn, that the railway might obstruct the navigation of his lordship's canal at Strabane, but arrangements had been made, which were highly satisfactory to all parties, and a conditional purchase had been made of ten miles of his lordship's land on the route of the line. Sir John McNeill had resigned his office of engineer to the company, and the directors had secured the services of Mr. Robert Stephenson, who had personally visited the whole line; several alterations were required, which would considerably diminish the cost, but which would require an Act of Parliament; but the part to Strabane, a length of fifteen miles, would commence in a fortnight, and probably be in operation in about nine months. The receipts, being the deposits paid on the allocation of the shares, was 25,000, and the total outlay, up to the present time, had been 4150, thus leaving a balance in the directors' hands of 20,850. The report and accounts were unanimously adopted, and thanks having been voted to the chairman and directors, the meeting broke up.

TAFF VALE RAILWAY COMPANY.—The half-yearly general meeting of the shareholders in this company was held at the White Lion Inn, Bristol, on Wednesday last, when, from the report and statement of accounts exhibited, it appeared that the amount to the credit of the company, including the traffic of passengers, iron, iron ore, coal and coke, rent, &c., was 24,894. 19s. 11d., and the expenses amounted to 9928. 17s.—leaving a balance of 14,966. 2s. 11d., of which sum 8677. 0s. 11d. is appropriated to pay interest on mortgage, debentures, preferential stock, and income tax—leaving 6309. 2s. to be carried to the general revenue account, which, after the payment of a dividend in March last, of 1s. 7d. per share, amounted on the 20th of June, 1845, to 6888. 10s. 10d. The revenue of this railway has been gradually and steadily on the increase; for the half-year ending Dec. 1843, it was 16,696. 18s. 2d.; June, 1844, 18,414. 1s. 11d.; December, 1844, 22,692. 7s. 2d.; and June, 1845, 24,894. 19s. 11d., as above stated.

LONDON AND BLACKWALL RAILWAY COMPANY.—The half-yearly general meeting of the proprietors of this company was held at the London Tavern, on Tuesday last, Mr. J. N. DANIELL in the chair, when the report of the directors expressed their confidence in the growing prosperity of the concern, and presented the following comparative statement of the first six months of 1844-5:

Passengers.				Amount.				Passengers.				Amount.			
January .....	159,382	£2,509	9 1					207,520	£3,325	12 9					
February .....	153,153	2,347	15 2					207,530	3,370	7 1					
March .....	172,975	2,672	14 7					184,684	3,359	14 3					
April .....	254,538	4,096	7 9					258,546	4,407	9 4					
May .....	296,550	4,485	5 7					293,373	5,033	7 4					
June .....	441,539	6,064	16 0					372,024	6,116	14 2					
Total .....	1,478,237	£22,176	8 2					1,524,077	£25,612	19 1					

In recommending a dividend of 2s. per share, clear of income tax, the directors stated their belief that no future half-yearly meeting would take place without a larger amount of dividend being payable.—From the statement of accounts, it appeared that the total expenditure up to the present time had been 1,077,802. 7s. 6d.—leaving a balance on the capital account in favour of the company of 6149. 1s. 4d. The half-yearly receipts were 29,526. 17s. 11d., and expenditure 24,494. 6s. 10d.—leaving a balance of 5032. 11s. 1d. applicable to the payment of the dividend.—The expenses of the present mode of traction were alluded to by several proprietors, and the directors present stated that the question had employed the most serious attention of the board, but that it would be premature to attempt alteration until their extension to Old Ford was in a more advanced state, when it would be necessary to have a uniform plan. The atmospheric system had been seriously considered, but an alteration involving so large an expense must not be hastily decided. The report was adopted, and the proprietors appeared satisfied with the present prospects of the company.



## DIRECT LONDON AND MANCHESTER RAILWAY.

TO THE EDITOR OF THE MORNING JOURNAL.

SIR—Mr. Remington has replied to my letter. He is kind enough to say in the opening, that if any expressions condemnatory of the course taken by him have been used by any parties, they have not been published by him, or with his privity or consent. I was compelled to vindicate myself against a charge as absurd as it is untrue.

To repel a charge of stealing Mr. Remington's line, I was obliged to use arguments to show the absence of all inducement to do it, and for that purpose I was obliged to show that Mr. Remington had asked the several sums of £2, 3, 4, and 5 millions of money to make his line.

That he had varied that line.

That he had subsequently started a London and Manchester, and York line, asking 7,000,000, to make the two.

That he might as well have charged the London and York Company with having stolen their line, as charge me with stealing a line to Manchester.

Mr. Remington does not deny asking for the various sums of money which I have mentioned to accomplish the same line.

Either his judgment was unsound, or he varied what he calls his line, as often as he asked different sums.

I have founded my statements on documents issued by himself.

Mr. Remington says, I quote his own words—"In 1840 it was proposed to carry out the scheme alone between London and Manchester, for which I thought then, and think now, 4,000,000, sufficient."

If he thinks so now, how can he reconcile with that opinion his prospectus to which I refer him in the *Morning Herald* of the 23d May last, asking for 2,000,000 only, in 40,000 shares of 50l. each?

How does he reconcile with this his improved judgment, asking 3,000,000? Or his sounder judgment, asking Four?

With his present opinion, that 4,000,000 are enough, why ask 5,000,000? I have published no names in support of the line to which I have been appointed solicitor, but such as were given to me in or subsequent to June of this year.

I am, Sir, your obedient servant,

48, Moorgate-street, London, August 21. W. H. ASHURST.

## PROGRESS OF RAILWAYS IN FRANCE.

[FROM OUR PARIS CORRESPONDENT.]

Great discussion had taken, and is continuing to take, place, on the subject of the union, under the presidency of the Rothschilds, of the different companies got up to obtain the concession of the great Northern line of railway, from Paris to the Belgian frontier. The *National* newspaper, in particular, is very violent against the coalition, and calls day after day upon the legal authorities to prosecute it, as contrary to the law, and injurious to the public interest. For my part, as I said in my last letter, I think the idea of instituting such a prosecution absurd. Public opinion would, however, I doubt not, warmly support the Minister of Public Works, if he were to determine that, in consequence of the coalition, the adjudication of the railway shall be postponed for several months. It is even said, in some quarters, that the Government will certainly take such a step; but I greatly doubt that the statement is made on good authority. It would be fully justified in doing so, inasmuch as the coalition (or if the word be considered objectionable, union) between the companies is in direct contravention of the spirit of the law, which fixed the maximum of the concession of the railway at forty-one years, in the full belief that it would be considerably reduced by the competition between the different companies. The Minister of Public Works has, it is true, the privilege of himself reducing the maximum as much as he pleases; but, when it is remembered how earnestly he entreated the Chamber of Deputies to fix a longer period than the maximum of forty-one years, it is not very probable that, in order to spite Rothschild, who, I believe, his personal friend, he will bring himself to consent to cut down the forty-one years to any considerable extent.

After all, this tremendous outcry against the union, or coalition, or confederation of these companies is greatly exaggerated; for, when the matter is viewed calmly and dispassionately, it is really not so very scandalous. Let us see how it stands! The Government is prepared to cede to a company the right of working a great line of railway, but it imposes such heavy conditions, and so limits the period of the concession, that, at the very outset, the company cannot expect more than, if so much as, 5 or 6 per cent. on its capital—no very great return in these busy days of mercantile enterprise. Five or six associations of capitalists are prepared to become this company; but they perceive that, by competing one against the other, they will so lessen the period of the concession of the railway, that the 5 or 6 per cent. will be cut down a fourth, or a third, or a half—so much in fact, that it would be a question, whether the successful company would not have the pleasure of eventually becoming bankrupt. They accordingly form themselves into one great company, thereby placing themselves in a position to procure the railway on profitable terms. Where is the crime? "Oh," it is said, "the coalition is contrary to the interest of the state." True, the interest of the state is to get the railway into its own hands, after the company shall have stocked it with material, as soon as possible; but is it not also for the interest of the state, that the company should receive an equitable, and even a liberal interest on the capital it advances? The greatest error in the whole world, is to suppose that it is to the interest of the state, to make a great concession like the Northern railway a losing concern to the company that possesses it. In point of fact, the failure of such a company would be more disastrous to the Government, and to the nation at large, than to the company itself. It is strange that shrewd and clever men, like the writers in the Parisian press, cannot see that. But, although I cannot sympathise with the attacks made on the united companies, in a legal or general point of view, I am inclined to condemn their proceedings *vis à vis* to their shareholders. It is rather hard, that Mr. A., who had subscribed for fifty shares in the company of Messrs. X., should find himself suddenly deprived of forty; and harder still, that Mr. B., who had got the promise of ten shares, should have none at all. Had Mr. A. and Mr. B. been consulted before the reduction was made, it would have been all well and good; Messrs. X. appears to have thought their approbation of as little consequence as that of the man in the moon. It appears that the company, bearing the names of Deane Laubeuf, has not yet joined the association, and it is not quite certain that it will do so. The leading members of it, comprising several Englishmen, among others, Mr. Alderman Hughes Hughes, paid a visit yesterday to the Minister of Public Works; but the precise object of the interview has not been made generally known. Among the rumours afloat, is one, that this company will not join Rothschild's coalition, until after the adjudication—that is to say, in other words, that it will make an *appearance* of opposition, so that it may not be said in the Chambers and the press, that Messrs. Rothschild and Co. got the concession of the railway by absorbing all the opposing companies. I decline to accept the responsibility of this rumour, which I give as a rumour, and nothing more. The "fusion," which Mr. Rothschild has succeeded in effecting, comprises himself for one quarter of the capital, Messrs. Lafitte and Blount for another quarter, Messrs. Hittiguer for a third quarter, and the two companies, Rosamel and Pepin-Lehalleur, for the fourth quarter. Such, at least, is the division that has taken place, according to general belief; but it may be modified before Tuesday next, the 26th, the day on which the company will have to lay before the Government the names of their shareholders, and other documents. Assuming it, however, to be correct, and it is not far from the mark, every one of your readers, possessing promises of shares from Lafitte, Rosamel, or Pepin-Lehalleur's company, may calculate pretty nearly the number for which he will figure in the return to be made to the Minister on Tuesday next, after which day no alteration whatever can be made.

With respect to Pepin-Lehalleur's company, a somewhat angry controversy has been going on, as to the distribution that will be made of the shares. It appears, that the subscribers were somewhat backward in paying up the deposits required for the completion of the capital—so much so, that doubts were entertained that not enough would be raised to enable the company to deposit the 15,000,000 fr., required as caution money, previous to the adjudication. But the moment the junction of the company with Rothschild's became known, backward depositors became remarkable for their intense desire to pay up, and the money of several was actually refused. The knotty question, on which the angry controversy referred to has taken place, is—that those persons who did not pay their deposits until the last moment, or not at all, should be placed on the same footing in the apportionment of the shares, as those who paid immediately on being called upon. In addition to this point, some considerable sensation has been created by the withdrawal of two distinguished persons from the company, in consequence of their disapproval of the fusion with Rothschild's. One of these personages, a peer of France, has addressed a letter to the morning newspapers, stating his reasons of the withdrawal from M. Pepin-Lehalleur and his colleagues. This Northern railway, and the matters relating thereto, are, for the moment, of such paramount interest, that little attention is paid to other lines. But, it is true, that there is little stirring of interest in connection with the shares of almost all have increased in value on the Bourse, during the last week, and are expected to increase still further. The promises of shares in railways not yet formed are much sought after, and that of Rothschild's company, for the Northern railway, are at a high premium. It is announced as positive, that the Orleans and Bourdeaux Railway will be finished by the 1st October next, and opened to the public on the 1st November.

On the Lyons and Strasburg lines surveys are proceeding actively, and in several important points, especially on the former, the works have been commenced. Under the heading of "Le Chemin de Fer du Centre," *La Presse*, of this morning, has an article insisting on the importance of carrying a railway from Paris to Toulouse, and from thence to the frontier of Spain, continuing it from the frontier to Madrid and Lisbon—thus making one of the greatest lines in Europe.—Paris, August 20.

DUBLIN AND ARMAIGH INLAND RAILWAY.—We understand that the directors of this company have instructed their acting engineer, H. L. Lindsay, Esq., to proceed with the necessary surveys, and to prepare the plans and sections for Parliament. Mr. Cumming, the solicitor, also proceeds to Ireland in a few days to have the books of reference prepared, and the notices served.

## THE ELECTRIC TELEGRAPH.—COOKE AND WHEATSTONE PATENT.

THE ELECTRIC TELEGRAPH has been adopted on the following LINES:—

By ORDER OF THE LORDS OF THE ADMIRALTY, on the South-Western Railway as a GOVERNMENT TELEGRAPH, from the ADMIRALTY, Whitehall, to PORTSMOUTH, above NINETEEN MILES.

On the same line, as a Commercial Telegraph from Nine Elms to the Port of Southampton, 77 miles—with a branch to Gosport, 15 miles.

On the London and Blackwall Railway.

Great Western Railway, from London to Slough, 18 miles—the Windsor Telegraph.

Yarnworth and Norwich Railway, a "Single Way," 20 miles.

London and Dover Railway, from Tunbridge to Maidstone, a "Single Way," 15 miles.

Part of the Oldham Branch Railway.

Part of the Leeds and Manchester Railway.

Part of the Edinburgh and Glasgow Railway.

The Dalkey (atmospheric) Branch of the Dublin and Kingstown Railway.

London and Birmingham Railway—viz., from Northampton to Peterborough—a "Single Line," 47 miles.

In addition to the above, the Telegraph is about to be laid down on several "single lines" in different parts of England, Scotland, and Ireland.

Mr. Cooke is prepared to grant licences for the use or erection of the Telegraph for entire districts of country, where the boundary can be accurately defined.

Mr. Cooke will also undertake to erect a Telegraph in any part of the United Kingdom for a fixed amount.

For further particulars apply to W. Fothergill Cooke, Esq., Kidbrooke, Blackheath, to Robert Wilson, Esq., solicitor, 1, Cophthall-buildings, London.

## TO RAILWAY PROPRIETORS AND OTHERS.—The ADVERTISER is in WANT OF TWO OR THREE HUNDRED TONS OF OLD WROUGHT-IRON RAILS, AXLES, and SCRAP.—Apply to EDWARD HILL, Bridge Hill Iron-Works, near Dudley.

## PILBROW'S ATMOSPHERIC RAILWAY AND CANAL PROPULSION COMPANY.—Completely Registered.

DIRECTORS.

The Right Hon. the Earl of Essex, Chairman.

G. B. Bolton, Esq.

Captain Britten.

Directors of Railway and Canal Companies, who informed that this company is now READY TO GRANT LICENSES FOR, or SUPERINTEND THE LAYING DOWN, OF LINES OF PILBROW'S ATMOSPHERIC PRINCIPLE.

The advantages offered by this method of propulsion are cheapness, increased speed, and safety, over every other existing system, whether locomotive or atmospheric. Leakage is entirely avoided, the tube being buried. Also an immense saving, as well in the construction as in the working of lines, not requiring tunnelling, levelling, or embankment. The surface requires but little more preparation than for the common roads.

The application of this method of propulsion to Canal Navigation will be attended with incalculable advantages.

Its superiority, efficiency, and simplicity, will be demonstrated, and explanations given, at the offices of the company, 6, King William-street, London-bridge.

CHARLES COLLINS, Secretary.

## PROSSER'S RAILWAY ON WIMBLEDON COMMON.

—ALTERATION IN TIME OF RUNNING THE TRAINS.—In future the trains will CEASE TO RUN in the MORNING, but CONTINUE TO RUN DAILY, from One till Seven o'clock P.M. The line of rails, of two miles in length, has been laid down at great expense, to TEST the ADVANTAGES OF PROSSER'S PATENT GUIDE WHEELS. It contains gradients of 1 in 50—1 in 75—and 1 in 200; and curves of the radii of ten chains.—Engineers and persons interested in railways are invited to inspect it.

All particulars may be had of Mr. George Hadley, 36, New Broad-street, City.

## PROSSER'S EXPERIMENTAL RAILWAY AND BURNETT'S PATENT.

The attention of Railway Companies, Builders, and others, is respectfully called by the proprietors of Sir William Burnett's Patent, to the WOODEN RAILS LAID DOWN AT PROSSER'S EXPERIMENTAL RAILWAY ON WIMBLEDON COMMON: part of which, having been prepared by their process, in addition to being effectually preserved from dry-rot, will be found to exhibit all the characteristics of thoroughly seasoned timber, although only cut down in the month of May last, and prepared while in a perfectly green state.

Hydraulic Apparatus and Tanks—Millwall, Poplar, nearly opposite Greenwich OFFICE, 33, KING WILLIAM-STREET, LONDON-BRIDGE.

## KOLLMANN'S RAILWAY LOCOMOTIVE AND CARRIAGE IMPROVEMENTS, also applicable to CANAL TRACTION.

—Notice is hereby given, that the NEW SHARES in the above company will be ALLOTTED on the 26th inst., and no applications for shares will be entertained after that date.

By order, A. W. BARNES, Secretary.

11, Adair-street, Adelphi, August 19, 1845.

## NOTICE.—CALEDONIAN RAILWAY.—The Act of Parliament, incorporating the Caledonian Railway Company, having received the Royal Assent, all parties claiming to be REGISTERED as SHAREHOLDERS, are required to TRANSMIT their SCRIP NOTES to the secretary, at the company's office, 122, Princes-street, Edinburgh, on or before the 1st day of October next, accompanied by claims, in the form annexed, with the name, trade, or profession, and residence of each claimant distinctly appended thereto, in order that the same may be entered in the register of shareholders. Receipt of the scrip will be acknowledged forthwith, and when the registration is completed, sealed certificates will be issued on demand to the shareholders.—SCRIP HOLDERS are requested to take Notice, that registration is indispensable to entitle them to the rights and privileges of shareholders; and that if they neglect to forward their scrip and applications to the secretary within the said period, their shares may have to be registered in the name of, and become the property of, the original subscribers.

By order of the board of directors, D. RANKINE, Sec.

## FORM OF APPLICATION.

Sir,—I request you will insert my name in the register of shareholders in the Caledonian Railway Company, as a proprietor of shares, the scrip for which I send you herewith.

I am, Sir, your obedient servant,

Signature .....

Name at full length .....

Profession or trade .....

Residence .....

122, Princes-street, Edinburgh, Aug. 6.

## CALEDONIAN RAILWAY.—Having received several letters,

asking by what means scrip can be sent for registration, without danger, I beg to suggest the following method:—To write across the face of each scrip note—

Sent for registration by .....

day of .....

1845

The owner may also write me a separate letter of advice, giving the numbers on the scrip, and the date of despatch.

Edinburgh, August 12, 1845. D. RANKINE, Secretary.

## BRISTOL AND EXETER RAILWAY.—Notice is hereby

given, that the next HALF-YEARLY GENERAL MEETING of the proprietors of this company will be HELD, in pursuance of the Act of Parliament, at the White Lion Hotel, in the city of Bristol, on Thursday, the 28th of August, at Twelve o'clock.

The chair will be taken at One o'clock precisely.

FREDERICK HICKETTS, Chairman.

The transfer books will be closed on Monday, the 18th of August, and not be re-opened until after the said general meeting on the 28th of August.

By order of the board of directors,

Bristol Office, Broad-street, Aug. 1, 1845. J. B. BADHAM, Secretary.

## BRISTOL AND EXETER RAILWAY.—THIRD SHARES

—NOTICE.—The holders of scrip certificates of third shares in the Bristol and Exeter Railway Company, are requested to send them to the secretary, on or before Saturday, the 30th of August inst., with their names, residences, and additions, distinctly written in full, in order that they may be correctly registered.

All shares not so claimed will be registered in the names of the parties to whom they originally belonged, and who have duly executed the Parliamentary contract.

The secretary will give receipts for the scrip, to be exchanged, as soon as practicable, after the completion of the registry, for certificates under the seal of the company; and any shareholders who may not already have signed the deed will be required to do so.

By order of the board of directors,

Bristol Office, 30, Broad-street, Aug. 1, 1845. J. B. BADHAM, Secretary.

## SHEFFIELD, ASHTON-UNDER-LYNE, AND MANCHESTER RAILWAY.

—The directors of this company are now enabled respectfully to intimate to the shareholders, that, after careful investigation, they have concluded to recommend the FORMATION by the company OF THE FOLLOWING EXTENSIONS OF BRANCHES from the main line of railway, namely—

FIRST—An Extension Railway, commencing at or near Peniston, and passing by the town of Barnsley, and thence to Pontefract, where it will join the Wakefield, Pontefract, and Goole Railway.

SECOND—A Branch from the said Extension Railway at Monk Bretton, to join the North Midland Railway near Cudworth.

THIRD—A Branch from the said Extension Railway at Dodworth, to terminate at Worsborough.

FOURTH—A Branch from the Main Line of the Sheffield, Ashton-under-Lyne, and Manchester Railway at Wortley, and passing through Thornhill to Chapel Town.

FIFTH—A Branch from the said Main Line of Railway near Dukinfield to Hyde, Marple, Mellor, and New Mills.

Manchester, August 15.

By order, JOHN PLATTFORD, Secretary.

## TEAN AND DOVE VALLEY AND EASTERN AND WESTERN JUNCTION RAILWAY.

The committee beg to announce, that the Letters of Allotment have been THIS DAY POSTED. They beg also to express their regret at having been compelled to reject the claims of thousands of applicants, with statement of traffic (which is estimated, on the lowest calculation, to yield upwards of 12 per cent. on the capital), maps of the line, and forms of application for shares, may be obtained at the company's offices, 7, Walbrook, of the solicitors, Messrs. T. and D. Harrison, and S. P. Hook, Esq., or of the sharebrokers, J. H. Golding, Esq., 10, Warrford-court; Messrs. Taunton and Bush, 26, Austinfriars; and Messrs. Shewell, Tokenhouse-yard, London; Mr. John Duncut, and Mr. John O'Neil, Manchester; Messrs. W. Reynolds and Son, Liverpool; Messrs. Collett and Brown, Leeds; Messrs. Tate and Sons, Bradford; Mr. Samuel Hutchinson and Co., Bradford; Mr. William Wood and Harris, Leicester; Mr. James Pearson, Birmingham; Messrs. El-Mills, Worcester; Mr. Pringle, Edinburgh; Mr. Wm. Gordon, Aberdeen; Mr. Andrew Brand, Glasgow; and Messrs. Bruce and Symes, Dublin.

T. S. BROWN, Secretary pro tem.

London, Hounslow, and Western Railway Offices, 7, Walbrook.

## LONDON AND WINDSOR RAILWAY.—In consequence

of the numerous schemes daily brought before the public for providing railway communication between the above places, the Provisional Committee of the London and Windsor Railway Company deem it right to inform their shareholders, that the surveys are nearly completed, and that the line decided upon is through Knightsbridge, Kensington, Hammersmith, Turnham-green, Brentford, Hounslow, Redford, Staines, to Windsor, by a tunnel under the Lang-walk, with an alternative line from Staines, to pass by Datchet, and enter Windsor by a bridge at Black Potts. The engineer of the company is also employed in making a survey of the country from Hounslow, with a view to a branch to Richmond. The committee have much pleasure in adding, that the deposits have been duly paid, and the Parliamentary contract signed and completed.

By order, E. W. H. BELL, Sec.

No. 30, Regent-street, August 18, 1845.

## LONDON, HOUNSLOW, AND WESTERN RAILWAY.

Capital £700,000, in 28,000 shares of £25 each.—Deposit £1 7s. 6d. per share. No shareholder will be liable beyond the amount of the shares subscribed for by him.

(Provisionally Registered.)

PROVISIONAL COMMITTEE.

John Brightman, Esq. Regency-square, Brighton.

Captain W. G. Beare, Porchester-place.

Charles Buswell, Esq. Clewer, Windsor.

Captain J. E. Carnegie, Somerset-street, Portman-square, and Lower Hall, near Inverness.

A. W. Clarke, Esq. Queen-street, Cheapside.

W. H. Cooke, Esq. Temple.

Francis Chambers, Esq. St. Dunstan's-hill.

Henry Chaytor, Esq. Cheryaux Castle, Yorkshire.

Henry Comfoot, Esq. Cophthall-court, and Old Kew Palace.

H. C. Duppa, Esq. Quarry House, Boughton, Kent.

George Falth, Esq. Minding-lane.

R. A. Fressley, Esq. Hounslow.

Henry Plumtree Gibbs, Esq. Montague-place, Bryanston-square.

Captain Hodges, Connaught-terrace, Hyde-park.

F. J. Hall, Esq. Torrington-square.

Joseph Henry, Esq. South-street, Finsbury.

George Lewis Hollingsworth, Esq. Winchester-house, Broad-street, and Regent.

William Howson, Esq. Brompion.

Frederick Jones, Esq. Old-square, Lincoln's Inn.

Joseph Knight, Esq. Leicester.

John Maclean Lee, Esq. Esher, Surrey.

Arthur Mann, Esq. Woburn-square.

R. C. Pophill, Esq. Brompion.

Henry Penny, Esq. 131, Piccadilly.

The Rev. D. Robinson, Brompion-row.

Thomas Robinson, Esq. Charles-street, Middlesex Hospital.

Thomas Stephenson, Esq. Upper Grosvenor-street, Grosvenor-square.

George Thomas, Esq. Winchester-house, Broad-street.

Joseph Thompson, Esq. John-street, Bedford-row.

(With power to add to their number.)

CHIEF ENGINEER—Capt. W. S. Moorsom, R.E. and C.E.

ACTING ENGINEER—Sandford F. Griffin, Esq. C.E.

SOLICITORS.

Messrs. Harrison, 5, Walbrook; S. P. Hook, Esq. 11, Tokenhouse-yard, Lothbury.

BANKERS.—The Commercial Bank of London.

Detailed prospectuses, with statement of traffic (which is estimated, on the lowest calculation, to yield upwards of 12 per cent. on the capital), maps of the line, and forms of application for shares, may be obtained at the company's offices, 7, Walbrook, of the solicitors, Messrs. T. and D. Harrison, and S. P. Hook, Esq., or of the sharebrokers, J. H. Golding, Esq., 10, Warrford-court; Messrs. Taunton and Bush, 26, Austinfriars; and Messrs. Shewell, Tokenhouse-yard, London; Mr. John Duncut, and Mr. John O'Neil, Manchester; Messrs. W. Reynolds and Son, Liverpool; Messrs. Collett and Brown, Leeds; Messrs. Tate and Sons, Bradford; Mr. Samuel Hutchinson and Co., Bradford; Mr. William Wood and Harris, Leicester; Mr. James Pearson, Birmingham; Messrs. El-Mills, Worcester; Mr. Pringle, Edinburgh; Mr. Wm. Gordon, Aberdeen; Mr. Andrew Brand, Glasgow; and Messrs. Bruce and Symes, Dublin.

T. S. BROWN, Secretary pro tem.

London, Hounslow, and Western Railway Offices, 7, Walbrook.

## LONDON, HOUNSLOW, AND WESTERN RAILWAY.

Notice is hereby given, that NO APPLICATIONS for SHARES in this company will be received after MONDAY, the 1st of September.

By order of the committee, T. S. BROWN, Secretary pro tem.

7, Walbrook.

## GREAT COUNTY DOWN RAILWAY COMPANY.

NOTICE.—In reply to numerous inquiries, the committee beg to state, that they are now proceeding with the ALLOCATION of SHARES, as originally intended. In consequence of the very large number of applications, a few days must elapse before the letters of allotment can issue.

By order, F. W. McBLAINE, Secretary.

London Offices, 37, Moorgate-street, August 22, 1845.

## GREAT WELSH JUNCTION RAILWAY COMPANY.

(PROVISIONALLY REGISTERED.)

Capital £4,000,000, in 160,000 shares, of £25 each.—Deposit £1 7s. 6d. per share. OFFICES, 10, OLD JEWRY CHAMBERS, CITY.

PROVISIONAL COMMITTEE.

Sir Henry Lambert, Bart., Aston Rowant, Oxon, Director of the London, Oxford, and Cheltenham Railway.

Henry Lloyd Harris, Esq., Landover, Director of the Welsh Midland.

William Green, Esq., Leytonstone, Essex.

Vaughan France, Esq., Nether Storey, Bridgewater.

Charles Knyvett, Esq., Streathy, Reading, Berks, Director of the Manchester and Birmingham Continuation.

John Foulkes, Esq., Ashfield, near Wrexham, Director of the Manchester and Birmingham Continuation.

William Langford Foulkes, Esq., Barrister, 5, King's Bench-walk, Temple.

Charles Collins, Esq., Caldwell Hall, near Kidderminster.

Thomas Edwards, Esq., Camberwell.

James Bulkeley, Esq., Laurel Cottage, Thames Ditton.

Leonard Albin, Esq., 22, Nelson-square, Peckham.

H. C. Leamy, Esq., 5, St. James's-square.

(With power to add to their number.)

BANKERS—Jones Loyd and Co.

ENGINEER—Sir John Rennie, F.R.S.

ARCHITECT AND SURVEYOR—Francis E. H. Fowler, Esq.

STANDING COUNSEL—Charles Egan, Esq., Lincoln's Inn.

SOLICITORS AND PARLIAMENTARY AGENTS.—Messrs. Yates and Turner, Great George-street, Westminster.

SECRETARY—Charles M. Chatfield, Esq.

The Great Welsh Junction Railway presents to the capitalist, the landholder, and the public, advantages which cannot be afforded by any other line. The promoters of this line originally intended simply to construct a road which, taking its departure from Bangor, should ultimately find its terminus at Swansea, with a view to confine, in favour of the principle, the midland and southern lines. The rapid march of events, however, in the railway world, has resulted in a material deviation from, and extension of, the views of the promoters. The rejection of the South Wales Railway in its original form, forced upon the responsible parties in the Great Welsh Junction Railway Company, the onus of extending their operations in South Wales, so as to give to that wealthy and energetic population an equal share of the advantages presented to the north and centre of Wales. This obligation is not lessened by the grievously absurd project now entertained by the South Wales line, of making a tunnel under the Severn, to obviate the difficulties created by the veto of the Lords of the Admiralty as to a bridge.

The loss of time and inconvenience resulting from the use of a ferry, as proposed by another company, are too obvious to require comment, and the promoters of the Great Welsh Junction Railway Company are not disposed to insult the understanding of the public by instituting a comparison between the facilities of crossing that river at the Araf, as suggested by a third company, and the erection of a suspension bridge at the Stone Bench, two miles from Gloucester, on the direct line from Swansea to London.

Under these circumstances, the promoters have deemed it to be their duty to adopt the greater portion of the South Wales lines, so as to form one uniform system of railway unequalled in the facility of construction, unexampled in the extent of its connections, and presenting to the shareholders and the public advantages which it is not in the power of any other railway to hold forth.

The promoters would wish to speak with becoming respect of the decisions of the House of Commons; but the commonest and most ordinary principles of justice impel them deliberately to record their disavowal of the infamous judgment, which impugns the very existence of the narrow gauge, originally forced upon the London and Birmingham Company by the Legislature itself.

With reference to this state of things has the Great Welsh Junction Railway Company been formed, and it will be constructed on the following plan:—The Great Welsh Junction Railway takes a double departure from Bangor and Porthwyllan. It embraces in the main course of line—amongst other towns too numerous to be mentioned here—Carnarvon, Harlech, and Dolgelly. Passing between Dinas, Moldwy, and Penant, it traverses Welsh Pool to Shrewsbury; leaving Shrewsbury, it skirts Colebrook Dale and the iron districts, and includes Ludlow, Leominster, Hereford, Ross, Monmouth, Merthyr Tydvil, Neath, Swansea, and Carmarthen, and finds its southern terminus at Pembroke. Several large and small branches are attached to this line, the most important of which are:—1. Welsh Pool, Montgomery, Newtown, and Bishop's Castle, to Ludlow. 2. Ross and Gloucester. 3. Monmouth and Gloucester, crossing the Severn by a bridge at the Stone Bench, two miles below that city, and joining the Bristol and Cheltenham rail. 4. Monmouth and Chepstow. 5. Monmouth, Newport, and Cardiff.

This line directly touches nine separate—namely: Bangor, Porthwyllan, Gloucester, Chepstow, Newport, Cardiff, Neath, Swansea, and her Majesty's dockyard at Pembroke. It passes through upwards of thirty large towns.

To the slate quarries of North Wales it presents an unlimited market. It furnishes a direct communication between North and South Wales, and every other part of the empire, by means of upwards of twenty different railways, completed or projected. The inexhaustible mineral wealth of the principality will find through this channel a certain and profitable outlet; whilst the manufacturing energies of its population (witness Newtown) will receive a fresh impetus from the proximity into which they will be brought with their best customers. It also furnishes the two nearest routes from Ireland to London, and an almost straight line of communication between the metropolis and Swansea. These unparalleled advantages will afford to the shareholders a dividend as yet unexampled in railway annals. The company will be a narrow-gauge company; but, to avoid the possibility of an effective opposition, it is intended so to construct the line as to admit of an uninterrupted communication with the broad-gauge lines, who will be permitted to use the roads and stations of the Great Welsh Junction Railway Company, with their own plants, paying a passenger and tonnage mileage.

The line does not present any engineering difficulties of import; but power will be reserved to use the atmospheric principle, if deemed advisable, in certain portions of it. Essentially in principle a narrow-gauge line, communications have been opened by the promoters of the Welsh Junction Railway Company with all the narrow-gauge companies, for mutual support in maintaining the integrity of a gauge forced upon the earlier lines by the Legislature.

It is manifest that the interest of all the narrow-gauge companies to support the Great Welsh Junction line, which alone presents the certain means of defeating the grasping views of the Great Western Company.

CHARLES M. CHATFIELD, Sec.

August 19, 1845.

## THE GREAT WELSH JUNCTION RAILWAY COMPANY.

FORM OF APPLICATION FOR SHARES.

To the Provisional Committee of the Great Welsh Junction Railway Company.

Gentlemen,—I request you to allot me shares in the above undertaking; and I hereby agree to accept the same, or any less number which may be allotted to me, and also to pay the deposits thereon, and to execute the subscribers' agreement, Parliamentary contract, and all other required instruments, when required so to do.

I am, Gentlemen, your obedient servant,

Name in full .....

Residence .....

Post Town .....

Occupation .....

Reference .....

Usual Signature .....

## LONDON, HOUNSLOW, AND WESTERN RAILWAY.

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Captain W. G. Beare, Porchester-place.

Charles Buswell, Esq. Clewer, Windsor.

Captain J. E. Carnegie, Somerset-street, Portman-square, and Lower Hall, near Inverness.

A. W. Clarke, Esq. Queen-street, Cheapside.

W. H. Cooke, Esq. Temple.

Francis Chambers, Esq. St. Dunstan's-hill.

Henry Chaytor, Esq. Cheryaux Castle, Yorkshire.

Henry Comfoot, Esq. Cophthall-court, and Old Kew Palace.

H. C. Duppa, Esq. Quarry House, Boughton, Kent.

George Falth, Esq. Minding-lane.

R. A. Fressley, Esq. Hounslow.

Henry Plumtree Gibbs, Esq. Montague-place, Bryanston-square.

Captain Hodges, Connaught-terrace, Hyde-park.

F. J. Hall, Esq. Torrington-square.

Joseph Henry, Esq. South-street, Finsbury.

George Lewis Hollingsworth, Esq. Winchester-house, Broad-street, and Regent.

William Howson, Esq. Brompion.

Frederick Jones, Esq. Old-square, Lincoln's Inn.

Joseph Knight, Esq. Leicester.

John Maclean Lee, Esq. Esher, Surrey.

Arthur Mann, Esq. Woburn-square.

R. C. Pophill, Esq. Brompion.

Henry Penny, Esq. 131, Piccadilly.

The Rev. D. Robinson, Brompion-row.

Thomas Robinson, Esq. Charles-street, Middlesex Hospital.

Thomas Stephenson, Esq. Upper Grosvenor-street, Grosvenor-square.

George Thomas, Esq. Winchester-house, Broad-street.

Joseph Thompson, Esq. John-street, Bedford-row.

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SOLICITORS.

Messrs. Harrison, 5, Walbrook; S. P. Hook, Esq. 11, Tokenhouse-yard, Lothbury.

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T. S. BROWN, Secretary pro tem.

London, Hounslow, and Western Railway Offices, 7, Walbrook.

## LONDON, HOUNSLOW, AND WESTERN RAILWAY.

Notice is hereby given, that NO APPLICATIONS for SHARES in this company will be received after MONDAY, the 1st of September.

By order of the committee, T. S. BROWN, Secretary pro tem.

7, Walbrook.



# DIRECT LONDON AND MANCHESTER RAILWAY.

OFFICES, 48, MOORGATE-STREET, LONDON.

(PROVISIONALLY REGISTERED.)

Capital £5,000,000, in 100,000 shares, of £50 each.—Deposit £2 15s. per share.

## PROVISIONAL COMMITTEE.

The Earl of Mexborough, Methley-park, Yorkshire  
The Lord Rossmore, The Dell, Windsor  
Colonel the Right Hon. George Lionel Dawson Damer, M.P. 6, Tinsley-street, Park-lane  
Lieutenant-Colonel the Hon. John Craven Westcote, M.P. Sharncliffe Castle, Roscrea, Ireland  
The Hon. Robert Gore, M.P. 21, Wilton crescent  
David Robert Ross, Esq. M.P., Roostrevor, Ireland  
John Humphrey, Esq. M.P. and Alderman, Hayes' Wharf, Tooley-street  
Wm. Williams, Esq. M.P., Park-square West, Regent's-park  
John Dillon, Esq. Fore-street, Cripplegate  
John Kinnerley Hooper, Esq. Alderman, Queenhithe  
Thomas Kelly, Esq. Alderman, 17, Paternoster-row  
Thomas Sidney, Esq. Alderman and Sheriff, Leyton House, Essex  
Benjamin Oliveira, Esq. F.R.S., 8, Upper Hyde-park-street  
Rigby Wason, Esq. Corwar House, near Girvan, Ayrshire  
Richard Woodhouse, Esq. 36, Torrington-square  
Kenyon Stevens Parker, Esq. Q.C., 40, Gower-street  
Thomas Shepperson, Esq. 27, Cheapside  
William White, Esq. 108, Cheapside  
Thomas Townsend, Esq. Manchester  
James Kershaw, Esq. Alderman, Manchester  
Robert Barbour, Esq. Manchester  
Charles Warwick, Esq. 137, Cheapside  
Richard Hopper, Esq. Upper Clapton  
William Lawrence, Esq. Brixton  
John Burd, Esq. Alderman, Manchester  
Thomas Longworth, Esq. Manchester  
Thomas Price, Esq. Manchester  
J. W. Deacon, Esq. Gresham-street and Manchester  
Jonah Smith Wells, Esq. 75, Old Broad-street  
John Bradbury, Esq. 6, Aldermanbury  
Thomas Devas, Esq. 24, Lawrence-lane  
William Cook, Esq. St. Paul's Churchyard  
John Gladstone, Esq. Stockwell Lodge, Surrey  
Charles Townsend, Esq. Manchester  
J. P. Gassiot, Esq. F.R.S., 77, Mark-lane  
J. Reeves, Esq. 150, Cheapside, and Leyton, Essex  
Richard Groucock, Esq. 5, Bow Churchyard  
T. B. Simpson, Esq. Rutland Lodge, Brixton, Director of the Richmond and North Wales Railways  
Thomas Vyse, Esq. 3, Cripplegate-buildings  
William Rathbone, Esq. Temple  
Thomas Winkworth, Esq. 44, Gutter-lane  
B. B. Williams, Esq. Wyndham-place, Bryanston-square  
James Procter, Esq. Manchester  
Henry Farington, Esq. Manchester  
Sir John Key, Bart., Alderman, King's Arms-yard, London  
John Plumtre Gipsy, Esq. 9, Montagu-place, Bryanston-square  
William Cash, Esq. 36, Wood-street, Cheapside  
Richard Vyse, Esq. London, Bedfordshire  
Thomas Stokes, Esq. Leicester  
Joseph Cripps, Esq. Eastfield House, Leicester  
William Bates, Esq. Leicester  
Joseph Fielding, Esq. Leicester  
Thomas Wood, Esq. Leicester  
John Taylor, Esq. Leicester  
John Dove Harris, Esq. Leicester  
William Higgs, Esq. Leicester  
Richard Warner Wood, Esq. Knighton, near Leicester  
Alfred Burgess, Esq. Brookfield, near Leicester  
P. A. Taylor, Esq. Carey-lane, Cheapside  
John Welch, Esq. Aldermanbury  
H. B. Whitworth, Esq. Northampton  
Joseph Underwood, Esq. Blackheath-park  
W. Gabbett Beare, Esq. 6, Porchester-place, Connaught-square  
Benjamin Salter, Esq. West Park Villa, Exeter  
Thomas Hopkins, Esq. Alderman, Manchester  
B. Hartley Kennerly, Esq. Elmecote House, Leamington, Chairman of the Coventry and Leicester and of the Warwick and Cheltenham Railways  
H. B. Goldney, Esq. St. Paul's Churchyard  
(With power to add to their number.)

## COMMITTEE OF MANAGEMENT.

Chairman pro tem.—JOHN DILLON, Esq.  
Deputy-Chairman pro tem.—ANDREW CALDECOTT, Esq.  
Mr. Alderman Hooper, Esq. Richard Hopper, Esq.  
Thomas Shepperson, Esq. William Cash, Esq.  
William White, Esq. J. W. Deacon, Esq.  
William Lawrence, Esq. John Gladstone, Esq.  
Mr. Alderman Sidney.  
Engineer—John Urpeth Rastrick, Esq.

## BANKERS.

London—Messrs. Jones Loyd and Co. Lotherbury  
Manchester—Messrs. Jones Loyd and Co.  
Bedford—Thomas Barnard, Esq.  
Stockport—The Bank of Stockport  
Leicester—Pare's Leicestershire Banking Company  
Northampton—The Northamptonshire Union Bank  
Wellingborough—The Northamptonshire Union Bank  
Dublin—Messrs. Boyle, Low, Pim, and Co.

## JOINT SOLICITORS.

Messrs. Ashurst and Son, 137, Cheapside  
Messrs. Sudlow, Sons, and Torr, 20, Chancery-lane

## LOCAL AGENTS.

Messrs. Stone and Paget, Leicester  
Messrs. Tatham and Son, Highgate  
E. L. Brickwood, Esq. Dunstable  
Edward C. Williamson, Esq. Luton  
John Eagles, Esq. Amptill  
C. L. Brett, Esq. Bedford  
George Burnham, Esq. Wellingborough  
Messrs. Lamb and Notches, Kettering  
Beauvoir Brock, Esq. Loughborough  
Thomas Richardson, Esq. Uxbridge  
George Sawkins, Esq. Leek  
Richard Wormald, Esq. Macclesfield  
John Boothroyd, Esq. Stockport  
W. J. Little, Esq. Devonport  
Messrs. Stanley and Washbrough, Bristol  
Charles Naylor, Esq. and Thomas M. Lee, Esq. Leeds  
George Abbey, Esq. Northampton  
Arthur Wells, Esq. Nottingham

Secretary pro tem.—Edward L. Ogle, Esq.

Parliamentary Agents—Messrs. Parkes and Preston, 21, St. George-st., Westminster  
The London promoters of this line, in their ordinary commercial operations, now pay for the carriage of goods, &c., a sum equal to four per cent. upon the whole capital—an amount of traffic which will pass upon the Direct Line when completed.

In its course the line will approach to and accommodate the following towns—viz., Barnet, St. Alban's, Dunstable, Luton, Amptill, Bedford, Wellingborough, Kettering, Market Harborough, Leicester, Loughborough, Ashby-de-la-Zouch, Burton-on-Trent, Uxbridge, Cheadle, Leek, Macclesfield, Stockport, and Manchester, terminating in the station of the Manchester and Birmingham Railway.  
Applications for shares may be made, addressed to the provisional committee, or to the solicitors, at the company's offices, 48, Moorgate-street, London, of whom further particulars may be obtained.—July, 1845.

## FORM OF APPLICATION FOR SHARES.

To the Provisional Committee of the Direct London and Manchester Railway, 48, Moorgate-street, London.  
Gentlemen,—I request that you will allot to me shares, of £50 each, in this company, and I undertake to accept the same, and to pay the deposit thereon, or upon any less number that may be allotted to me, and I undertake also to execute the Parliamentary contract and subscribers' agreement which required.

Name in full.....  
Residence.....  
Trade or profession.....  
Reference.....  
Address of referee.....

Date.....

This company is established pursuant to the following request and authority:—  
"We, the undersigned, being interested in the trade of Manchester, and in the shortest and quickest intercourse between London and Manchester, hereby express our conviction that a direct line of railway between those places will give the public the greatest cheapness, convenience, and speed.

"That it is of paramount importance to the trade and to the public, that they should not continue dependent for communication with Lancashire upon one, and that a circuitous, line of railway.

"That the immediate formation of a direct line is essential, because, if delayed, it will become more and more difficult, in consequence of the branch railways which local necessity will originate.

"That an independent trunk line is necessary to guard the trade and commerce of the metropolis and Lancashire against excessive charges and the many evils of a rapidly extending monopoly.

"We, therefore, authorise and request Messrs. Ashurst and Son, solicitors, and Messrs. Sudlow, Sons, and Torr, solicitors, to take the necessary steps for the formation of a committee, with a view to the adoption of such a line.

Allan and Smith, London  
William Allen and Brothers, Manchester  
H. Bannerman and Sons, Manchester  
Robert Bentley and Co. London  
John Burd and Sons, Manchester  
Robert Barbour and Co. Manchester  
George Brettell and Co. London  
J. T. Bassett, London  
Burlis and Gladstones, London  
J. B. Banks, London  
John Burd, London  
James Bradbury, Manchester  
Bradbury, Greatorex, and Co. London  
Bowman and May, London  
Blair and Burton, Manchester  
S. A. Butterworth and Co. Manchester  
John Biggs and Sons, Leicester

Caldecott, Powell, and Wilcox, London  
Cook, Sons, and Co. London  
J. and F. Cowper and Co. London  
Courtnall, Taylor, and Co. London  
Capper, Morley, and Co. London  
Francis W. Coxes, London  
William Cash, London  
Cheaper, Watson, and Jackson, London  
James Carlton, Walker, and Lewis, Manchester  
Richard Cobden and Co. Manchester  
Thomas Crompton, Manchester  
Darby and Garland, London  
James Deacon and Sons, London and Manchester  
W. and T. Devas, Manchester, and Routledge, London  
Davies, Freeman, and Co. Manchester  
John Dagdale and Brothers, Manchester  
Ellis, Everington, and Co. London  
David Evans and Co. London  
Samuel Fletcher, Son, and Co. Manchester  
George Fraser, Son, and Co. Manchester  
George Faulkner and Co. Manchester  
A. Grant and Brother, London  
John and Edward Grundy, Manchester  
Edward Granville and Co. London  
Gillett, Porter, and Co. London  
Gates, Coates, Bartlett, and Co. London  
Lot Gardiner and Brothers, Manchester  
Hood, Ward, and Hood, London  
Henry Hillon, Manchester  
Hobday and Chetnam, Manchester  
Hoyle and Hanson, London  
Richard Harris and Sons, Leicester  
Johnson, Bulmer, and Co. London  
Jameson and Banks  
Kershaw, Leese, and Co. Manchester  
Leaf, Coles, Smith, and Co. London  
Luck, Castle, and Co. London  
Lycett and Davies, London  
Luck, Bouch, and Coath, London  
John Lart and Son, London  
Le Gros, Thompson, and Bird, London  
Thomas Lomas and Co. Manchester  
Lewis and James, London  
Liddard and Co. London  
Lewellin, Truman, and Hitchcock, London  
William Lawrence, London  
Morrison, Dillon, and Co. London  
J. and R. Morley, London  
M'Clure and Haslam, Manchester  
James Martin, London  
Robert Mutrie, London  
John Mann and Co. Manchester  
James and William Morley, London  
Nicholls, Lucas, and Co. Manchester  
Orington, Warwick, and Co. London  
Oldroyd, Hodgson, and Co. London  
J. P. Pawan and Co. London  
Potters and Norris, Manchester  
Peel, Holmes, and Co. Manchester  
John and Nathaniel Phillips and Co. Manchester  
Puzey and Pallet, London  
Reddish and Bickham, Manchester  
R. H. Robertson and Co. London  
Rhodes and Williams, London  
John Read, London  
Samuel Ridley, Son, and Ellington, London  
Rowlandson and Atkinson, London  
Sadler, Fenton, and Co. London  
B. Salomons and Co. London  
Sturt and Sharp, London  
George and James Smith, Manchester  
Thomas James Smith, London  
W. B. and T. Storar and Co. London  
Thomas Shepperson, London  
Strachan and Roan, London  
Sherwood, Gilbert, and Piper, London  
Townend and Hickson, Manchester  
Thompson, Brothers, and Sons, Manchester  
Todd, Coston, and Co. Manchester  
Tattersall and Mellor, Manchester  
Tassey and Millgate, London  
George Virtue, London  
White and Greenwell, London  
Ward and Co. London  
Winkworth and Procters, Manchester  
Thomas Worthington, Manchester  
John Wreford and Co. London  
Westram, Dignam, and Co. London  
S. B. Watts and Co. Manchester  
Wilson, Keith, and Co. London  
Wreford and Pugh, London  
Welch and Margetson, London."

# DIRECT LONDON AND MANCHESTER RAILWAY.

ALLOTMENT OF SHARES.—NO FURTHER APPLICATIONS can be received after WEDNESDAY, the 27th August.

Office, 48, Moorgate-street, London, August 18, 1845.

# NORTH JAMAICA RAILWAY.

Capital £750,000, divided into 25,000 shares, of £30 each.

Deposit £1 per share.

## PROVISIONAL DIRECTORS.

Sir James Anderson, Bart. Southwick-street, Hyde-park  
Thomas Laurence, Esq. Blackheath  
Major Thomas Roe, 6, Marine-square, Brighton  
Laurence Kortright, Esq. Cornhill-street, Russell-square  
John Williams, Esq. 13, Dorset Gardens, Brighton  
Gilbert Macdonald, Esq. Cornhill-street, Russell-square  
Bentinck W. Doyle, Esq. Foley-place, Portland-place  
Lieut.-Colonel Talbot, 4, Douro Cottage, St. John's Wood  
John Gray Wilson, Esq. Oxford-terrace, Hyde-park  
Thomas Williams, Esq. Belgrave-street South, Belgrave-square  
(With power to add to their number.)

## BANKERS.

In London—Messrs. Hankey and Co. Finchchurch street; the Union Bank of London, Princes-street.

In Liverpool—Messrs. Moss and Co.

In Jamaica—The Planters' Bank.

## SOLICITORS.

In Jamaica—Messrs. Thomas and Franklin.

## ENGINEERS AND SURVEYORS.

In England—W. H. Smith, Esq. C.E., and Colonel Landmann, C.E., M.I.C.E.

In Jamaica—E. McGeachy, Esq., Crown Surveyor.

Steps were taken about three months past for the formation of this company, and applications were received for a large number of shares; but, before proceeding to an allotment, the committee and the projector deemed it advisable to have direct information from Jamaica on subjects connected with the line—the probable cost of the line through which it would pass—the engineering difficulties, if any—and other matters connected with the line—they have received this information. The provisional directors have the honor to bring the company forward, and to extend the line as far as Annotta Bay; the principal towns to be thus connected are—Montego Bay with Falmouth..... distance 20 miles.

Falmouth	Rio Bueno	15
Rio Bueno	Dry Harbour	5
Dry Harbour	St. Ann's Bay	17
St. Ann's Bay	Port Maria	18
Port Maria	Annotta Bay	9

84 miles.

At the latter place it will join the line intended to be formed to Kingston, and thus unite the most populous and rich districts of the north with the south by a junction with the Jamaica Junction and South Midland line, and the capital and shipping port of Kingston, and afford a quick and cheap mode of transit for passengers and goods; and, at the same time, will supply the means of a daily communication by post, instead of a weekly one, under the present system; and whilst these facilities will be offered, it bids fair to prove highly beneficial to the shareholders; for when it is considered that the existing difficulties of approach from one town to another—no mail or stage coaches running—and also the badness of many of the harbours and inlets, are such, as to retard the shipment of the produce of the soil and merchandise, it may be fair to presume that a large portion of it will find its way to and from Kingston for sale or shipment.

This company is formed to obviate these difficulties, and to offer a more general communication, and thus promote the interest of the landowner, the planter, the agriculturist, the merchant, and all other classes of persons, and the very valuable island in general.

The directors are authorised to state that they anticipate every support and patronage from the governor and Legislature of the island; and they wish to establish a perfect understanding between this and the other companies already formed, and, with this view, they offer to give a preference of shares, to the extent of one share for every two, held in the original Kingston and Spanish Town line, and the like proportion to the holders of shares in the Jamaica Junction and South Midland lines, provided they apply for them on or before the 29th instant. A reserve of shares will be made for persons resident in Jamaica.

The applicants for shares under the former prospectus, are at liberty to withdraw their letters of application, or to permit them to remain for consideration under the present plan.

Application for shares, prospectuses, the surveyor's and agent's reports, and forms of application, may be obtained at the temporary offices of the company, No. 2, Copthall-chambers; of Messrs. Johnson, Longden, and Co., Tokenhouse-yard, London; Mr. W. H. Collis and Mr. John Wade, Birmingham; Mr. Anthony Laurie and Mr. T. Forsyth, Liverpool; Mr. John Green and Mr. William Cleland, Edinburgh; Mr. B. Clarkson and Mr. Charles Wale, Sheffield; Mr. John Smith, Messrs. M. Naylor and Co., and Mr. R. B. Watson, Leeds; Mr. Augustus Hahn and Mr. John O'Neil, Manchester; Messrs. Tyeth and Willis, Plymouth; Messrs. Collinson and Flint, and Messrs. Alsop and Son, Hull; Messrs. T. Dickinson and Co., Newcastle-upon-Tyne; Messrs. Tate and Nash and Lake Arnold, Bristol; Mr. W. H. Cowling, York; Mr. J. Bannier and Messrs. Beaumont and Longworthy, Exeter; Mr. J. T. Holland, Coventry; Mr. J. Clark, jun., Southampton; and Messrs. J. R. Mann and Son, Norwich.

# ORLEANS, TOURS, AND BORDEAUX RAILWAY.

THIRD CALL OF TWO POUNDS PER SHARE.—making £6 per share paid up. In execution of Art. IX. of the Statutes of this company, the board of directors have made a CALL OF TWO POUNDS per share on the capital stock of the company, payable from the 20th to the 30th of August inst.—Notice is, therefore, hereby given, that the shareholders are required to pay the sum of £2 per share on the number of shares held by them respectively, and within the period above-named, to any of the company's bankers.

Paris—Messrs. De Rothschild.  
Liverpool—Messrs. Denison, Heywood, Kennards, and Co.  
London—Messrs. J. B. B. and Co.

Interest, after the rate of 5 per cent. per annum, will be charged for every day the call shall remain in arrear, after the 31st of August inst.

Certificates of shares, in the name of the proprietor, and under the seal of the company, will be delivered at the offices of the company in Paris and London, in exchange for the bankers' receipt for the payment of the present call.

The statutes of the company provide that shares upon which the calls shall not have been duly paid, may be summarily sold on the Stock Exchange in Paris or London, at the risk of the shareholder, after official publication of the numbers of the several shares so in arrear.

RICHARD PATERSON,

Chairman of the London Board of Directors.

Office, 2, Capel-court, August 14, 1845.

# CHESTER AND MANCHESTER DIRECT RAILWAY,

WITH A BRANCH TO BIRKENHEAD.

(PROVISIONALLY REGISTERED.)

Capital £1,000,000, in 20,000 shares of £50 each.—Deposit £2 2s. per share.

## COMMITTEE OF MANAGEMENT.

Colonel the Honourable LEICESTER STANHOPE, Ashburnham House, London, Chairman

Major JOHN T. CROFT, Regent-street, London, Deputy-Chairman

David Alsopworth, Esq. Manchester

Samuel Barton, Esq. Didsbury, Manchester

Hugh Beaver, Esq. Manchester, and Glyn Garth, Anglesey

John Burgess, Esq. Boroughrope of Manchester

James Farish, Esq. Lancaster-place, London

Major Ford, of Beddington, Camrarnveshire

Lieut.-Colonel Henry Hamner, Bear-place, Berks, and 7, Devonshire-place, London

Fraser B. Henshaw, Esq. Lower Seymour-street, Portman-square, London, a director of the Liverpool, Manchester, and Newcastle Junction Railway

Captain Sir John R. Hilton, R.N., Isle of Wight

J. Harney Higson, Esq. merchant, Manchester

Lieutenant-Colonel Hutchinson, B.E.F.R.S., Director of the College of Civil Engineers

T. D. Johnson, Esq. Alderman Churchyard, London

John Joseph Keene, Esq. St. John's Wood, London, Director of the National Provincial Bank of Ireland

W. King, Esq. Director of the Freemasons' Life Assurance Company

George Peter Livins, Esq. the Grove House, St. Cuthbert's, and Cauldwell Priory, Bedford

Horace W. Meteyard, Esq. B.C.L., Middle Temple, and Chatham-place

Benjamin Oliveira, Esq. F.R.S., Upper Hyde-park-street, London, a director of the Liverpool, Manchester, and Newcastle Junction Railway

James Orrell, Esq. Culcheth Hall, Kenyon

James Ogden, Esq. M.D., Manchester

David Price, Esq. Manchester

Major James Waller, R.H., St. James's-square

C. J. S. Walker, Esq. Longford, of Thobalds, Herts.

Sir George William Prescott, Bart. of Thobalds, Herts.

(With power to add to their number.)

ENGINEERS: Sir John Rennie, F.R.S.; George Remington, Esq. C.E.

BANKERS: Messrs. Rogers, Olding, and Co., London

National Provincial Bank of England, Manchester

SOLICITORS: London—Messrs. Sir George Stephen and Hutchinson, 39, Moorgate-street.

Manchester—Messrs. Higson and Robinson, Cross-street; R. B. B. Cobbett, Esq., Marsden-street.

Local Agent—Chester: John Walker, Esq.

The promoters of this railway, encouraged by the favourable support which has been given to the project, and, in compliance with various recommendations they have received, have determined upon the addition of a Branch to Birkenhead, which, although it will manifestly tend to the advantage of the shareholders and the public, will be attended with comparatively little additional outlay. The project will still retain its chief characteristic of a direct railway, and, by its connection, near Warrington, with the Grand Junction Company, is sufficiently comprehensive, without resorting to a complicated system of branch lines, or materially conflicting with the interests of existing companies.

The line will commence at the city of Chester, and proceed by way of Trafford, Frodsham, and Preston Brook, to Warrington, thence by Lymm and Streteford, direct to Manchester. From a point on the main line, near Frodsham, a branch will be taken to join the Chester and Birkenhead Railway, so as to unite Manchester, in the most direct manner possible, with the docks now being formed at Birkenhead. As Manchester, from its geographical position, is the centre of railway communication between Scotland and the most populous districts of England, so Chester, from a like cause, is the great centre of railway communication between the capitals of Ireland and of England. To connect these two points, by a direct and independent line of railway, must, therefore, be of the utmost importance, not only in a local point of view, but to the whole commercial intercourse of the country.

This line will be the most direct route, by Holyhead, to Ireland, and will be in all respects by far the preferable channel of intercourse and transit between Ireland and the great manufacturing districts of England. By the railways connecting Chester with Wrexham, Oswestry, Shrewsbury, Hereford, Gloucester, and South Wales, this will be the nearest route from Manchester to the south-western parts of England, and to the minerals of Monmouth and Glamorganshire. The communication with Bristol, Gloucester, and Exeter, will be speedy and direct.

On reference to the map it will be seen that a very considerable distance will be saved by this line, as compared with the present circuitous routes by Crewe and by Birkenhead—the former being fifty-two miles, and the latter forty-six miles, while the proposed line is only thirty-four miles—saving in the one case eighteen miles, and in the other twelve miles—besides the serious inconvenience, loss of time, and expense, of passing through Liverpool, and crossing the water at that place. It is confidently expected that this line will be the precursor of another scheme, of no ordinary importance—namely, to render Chester an efficient port for large vessels. This subject was entertained by Sir John Rennie in 1835, and subsequently, in the same year, by the late Mr. Chapman, who wrote an able report upon the capabilities of the River Dee. It was again investigated in 1837 by Sir John Rennie and Mr. George Remington, and the practicability of forming a good navigable channel, for vessels of large burden, together with docks at Chester, was then fully and clearly established.

The entrance channel would commence at Dawpool, which is easy of access (and infinitely preferable, in point of access and safety, to the docks at Liverpool or Birkenhead) for vessels of large burden during eight hours every tide, both at springs and neaps, and the sill of the lock would be sufficiently low to admit vessels drawing twenty feet water to enter at all tides.

This railway, therefore, in connection with the proposed docks, will render to Chester and Manchester incalculable advantages. To the former it will restore the proper position, natural to so important a city; to the latter it will give another outlet by sea to the manufacturing districts, free of the heavy port charges, duties, and risks, to which the produce is now subject. It has not been thought advisable to combine the two objects in one company at present, but, should it be found requisite, the two may hereafter be amalgamated.

Merits of no ordinary degree, therefore, may fairly be claimed for this railway, whether taken in connection with the proposed docks, or as standing alone, combining, as it does, all the advantages of any other line, with this great addition, that it will be the high road to the most convenient outport of Manchester, and will be quite independent of any associations or individuals who might tend to oppose the growing desire for a means of direct and independent communication between Manchester and the port of Chester.

The line has been carefully examined. There are no difficult earthworks to be encountered; on the contrary, it will be cheap, and of easy formation.

Power is reserved to the committee to deviate from the proposed line in the vicinity of Manchester, should ulterior arrangements render it expedient.

Applications for shares, in the subjoined form, and for maps and prospectuses, to be made to the solicitors, and to the following shareholders:—Messrs. Shewell and Son, 25, Tokenhouse-yard; Messrs. Preece and Evans, 5, Cornhill; and Messrs. Telford and Bush, 25, Abchurch-lane; London; Messrs. Houghland and Leese, Mr. Locke, Messrs. A. Birchall and Co., Thomas Leese and Son, Henry Benton, J. B. Lock, and Samuel Slater, Manchester; Messrs. Neilsons, Messrs. Healey, Mr. Crisp, and Mr. Morris Reynolds, Liverpool; Messrs. T. N. Bardwell and Sons, Sheffield; Messrs. Wellbeloved and Oastler, Leeds; Mr. E. A. Armitage, Wakefield; Messrs. Grayston and Earle, York; Mr. Thomas Boardman, Blackburn; Mr. W. H. Collis, Birmingham; Mr. Francis Stamp, Hull; Mr. L. Weatherburn, Huddersfield; Mr. William Cronheim, Halifax; Mr. Charles Spencer, Nottingham; Mr. Samuel Eyre, Derby; Mr. James Stokes, Cheltenham; Mr. Joseph Clark, jun., Southampton; Mr. John Thomas Holland, Coventry; Mr. Wm. Mason, Bradford; Yorkshire; Messrs. Payne and Yreer, Leicester; Mr. Wm. Tomkinson, Newcastle-under-Lyme; Mr. Richard E. Hine, Macclesfield; Mr. Lea, Cheltenham; Messrs. Tate and Nash, Bristol; Mr. Wm. Miles, Worcester; Messrs. Reed and Nicholson, Edinburgh; Messrs. Ross, Perth, N.B.; and Messrs. H. and W. A. Tassie, Glasgow.

Applications for shares must be accompanied by a reference to the solicitors of the company, the shareholders, or some other responsible person.

## FORM OF APPLICATION FOR SHARES.

To the Provisional Committee of the Chester and Manchester Direct Railway, Gentlemen—I request you to allot me shares of £50 each in this above railway, and I undertake to accept the same, or such less number as you may appropriate to me, subject to the regulations of the company, and to sign the necessary deeds, and to pay, when required, the deposit thereon of £2 2s. per share.

Dated this day of .. 1845.

Name and residence in full .....

Profession and professional residence in full ..

Reference .....

# CHESTER AND MANCHESTER DIRECT RAILWAY,

WITH A BRANCH TO BIRKENHEAD.—At a MEETING of the committee of management of this undertaking, held this day, it was resolved, that, in order to comply with the Standing Orders of the House of Lords, as recently altered, it expedient to reduce the amount of each share to £20, and to extend the number to 50,000, and that the deposit required be £2 2s. on each share; and that, in consequence of this alteration in the amount and number of shares, and the deposit required, the period within which shares must be applied for be extended to the 29th inst. for London applications, and to the 30th inst. for country applications.

By order,

A. BARRETT, Secretary.

29, Moorgate-street, August 14, 1845.



**DERBYSHIRE, STAFFORDSHIRE, AND WORCESTER-SHIRE JUNCTION RAILWAY.**—The supporters of this intended railway congratulate the very numerous supporters of the line upon the decision of the House of Lords in favour of the Bill being carried to the House of Commons, and to inform them that arrangements are nearly settled with other companies for completing the line of railway from South and Central Wales and the West of England to the clothing districts of Yorkshire, which will make this intended railway a section of one of the first trunk lines in the kingdom. The publication of the names of the provisional committee has been necessarily delayed in consequence of these negotiations.

JOHN OWENS, Joint Solicitors,  
WM. ARNOLD, Joint Solicitors.

Committee Room, Moorgate-street, July 26, 1845.

**DERBYSHIRE, STAFFORDSHIRE, AND WORCESTER-SHIRE JUNCTION RAILWAY.**—In consequence of the alteration of the Standing Orders of the House of Lords, it has been necessary to INCREASE the AMOUNT of the DEPOSIT in this railway to 10 per cent.

JOHN OWENS, Joint Solicitors,  
WM. ARNOLD, Joint Solicitors.

Company's Offices, 35, Moorgate-street, London, August 14, 1845.

**DERBYSHIRE, STAFFORDSHIRE, AND WORCESTER-SHIRE JUNCTION RAILWAY.**—(Provisionally Registered.)

Capital £600,000, in 30,000 shares of £20 each.—Deposit £23s. per share.

#### PROVISIONAL COMMITTEE.

The Right Hon. the Earl of Shrewsbury, Alton Towers, Staffordshire  
Sir William Young, Bart., East India Director, Westbourne-street, Hyde-park Gardens  
Allen, Mr. Serjeant, Serjeant's Inn, London  
Arnold, Henry, Esq., Uttroter, Director of Remington's London and Manchester Railway  
Askey, John, Esq., Shelton, Staffordshire Potteries  
Bell, Benjamin, Esq., Uttroter  
Benwell, George, Esq., Uttroter  
Brindley, Thomas, Esq., Uttroter  
Blackburn, Rev. F. T., M.A., Cannock  
Bladen and Nash, Messrs., Rugeley  
Blood, John Thynnes, Esq., High Sheriff of Lichfield  
Blunt, Robert, Esq., Banker, Smallwood Manor, near Uttroter  
Croft, Major J. T., Regent-street, London, Deputy-Chairman of the Chester and Manchester Railway  
Crosley, John, Esq., Uttroter  
Cox, George, Esq., Wolverhampton  
Cartwright, Talbot, Esq., Wolverhampton  
Cheshire, T., Esq., Rugeley  
Crockett, T., Esq., Cannock  
Cooke, the Rev. J., M.A., Cannock  
Collis, Rev. W. B., M.A., Cannock  
Clarke, Jeremiah, Esq., Macclesfield, Director of Remington's London and Manchester Railway  
Dimmock and Thompson, Messrs., Iron Merchants, Bilston, Staffordshire  
Dixon, John, Esq., Iron-works, Rough Hills, near Wolverhampton  
Earp, Thomas, Esq., Uttroter  
Fellows, Isaac, Esq., Wolverhampton  
Garle, William, Esq., Uttroter  
Garle, Samuel, Esq., Uttroter  
Gipin, Wm. Esq., and Co. Wedges Mills, Cannock  
Greenfield, J., Esq., Rugeley  
Guth, John Matthew, Esq., Banker, Worcester  
Haddell, Thomas, Esq., Rugeley  
Haines, Samuel, Esq., Director of the Leicester and Birmingham Railway, Chad House, Edgbaston  
Hammerley, Robert, Esq., Leek  
Harwood, William, Esq.  
Holford, John, Esq., Manchester, Director of Remington's London and Manchester Railway  
Johnson, D. T., Esq., Director of the Chester and Manchester Railway, Alderman Churchyard  
Johnson, Richard William, Esq., Director of Remington's London and Manchester Railway, Moorgate, London  
Jones, the Rev. J. P., Alton Vicarage, Alton, Staffordshire  
Jenkins, George, Esq., Sedgley  
Keene, John Joseph, Esq., Director of the National Bank of Ireland, St. John's Wood, Regent's Park  
King, Wm., Esq., Director of the Freeman's Life Assurance, Waterloo-place  
Knight, Edward, Esq., M.D., Stafford  
Lawrence, Richard Corbett, Esq., Wandfield Hall, Uttroter  
Langley, Henry, Esq., Rakeway House, Cheshire  
Lassett, Richard, Esq., Uttroter  
Lowe, Richard, Esq., Cheshire  
Les, J. Wheeler, Esq., Worcester, Vice Chairman of the Severn Commission  
Lee, Thomas, Esq., Wolverhampton  
Metcalf, Horace William, Esq., Director of Remington's London and Manchester Railway, Middle Temple, and Chatham-place  
M'Mahon, Daniel, Esq., Wolverhampton  
Manors, John, Esq., Rugeley  
Mallor, D. James, Esq., Rugeley  
Minors, John, Esq., Eaton Dovegate, Derbyshire  
Mathew, John Moe, Esq., Assistant Tithe Commissioner  
Miller, William, Esq., Tean, Staffordshire  
Minors, John, Esq., The Parks, Uttroter  
Orton, James, Esq., Woodford, near Uttroter  
Pultney, Douglas Kinnaird, Captain, Director of the Nottingham and Boston Railway, Parliament-street, London  
Phillips, William, Esq., Springfield House, Uttroter  
Parker, William, Lyways, Lichfield  
Round, Benjamin, Esq., Wednesbury  
Sant, Edward, Esq., Wolverhampton  
Shipton, Robert, Esq., Scropston, Derbyshire  
Smith, Charles, Esq., Alton, Staffordshire  
Smith, Thomas, Esq., Blore Hall, Ashbourne  
Smith, William, Esq., Sedgley, Derbyshire  
Smith, William, Esq., Clifton, Derbyshire, Director of the Tean and Dove Valley Railway  
Smyth, John, Esq., Kennington, Middlesex  
Spire, E. J., Esq., Carlton Villas, London  
Stevenson, Thomas, Esq., Director of the Medical Assurance Company, Irish Great Western Railway, and Remington's London and Manchester Railway  
Tyler, George, Esq., Holloway-place, London  
Waller, Major James, K.H., 15, St. James's-square, Director of the Chester and Manchester Railway  
Woodrich, Thomas, Esq., Uttroter  
Wood, Charles, Esq., Uttroter  
Weston, Thomas, Esq., Tean, Staffordshire  
Walker, Thomas, Esq., Wolverhampton  
Walker, Josh., Esq., Wolverhampton

#### BANKERS.

Messrs. Rogers, Olding, and Co., Clement's-lane, London  
The Burton, Uttroter, and Ashbourne Union Bank, Uttroter  
The Burton, Uttroter, and Ashbourne Union Bank, Ashbourne  
The National Provincial Bank of England, Rugeley  
The National Provincial Bank of England, Lichfield

John Owens, Esq., 35, Moorgate-street, London  
William Arnold Bainbridge, Esq., Uttroter

#### LOCAL AGENTS.

Arnsbaw, J., Esq., Rugeley  
Bolton, Thomas, Esq., Wolverhampton  
Bolton, John, Esq., Dudley  
Eggleston, A., Esq., Lichfield  
James J. Green, Esq., Walsall

#### ENGINEERS.

Sir John Rennie, G. Remington, Esq., C.E.

The line of railway proposed between Uttroter and Dudley has been undertaken at the suggestion of several influential parties, as combining—without being a competing line with any railway at present made—all the advantages of several projected lines, with additions of no ordinary value. The town of Uttroter in the Dove Valley is itself the centre of a rich agricultural district, supplying already the markets of Dudley, Tipton, Walsall, Bilston, and Wednesbury, with cheese, cattle, and agricultural produce, but by a very expensive and dilatory mode of transit. All the proposed lines communicating with Manchester, London, and the Potteries, must necessarily pass to or near Uttroter. Already the Churnet Valley, Derby and Stafford, Derby and Crewe, Tean and Dove Valley, North Staffordshire, Manchester Direct Independent, Leicester and Ashby lines of railway, project a station at Uttroter. Assuming either of these former, or some equivalent, to pass, this will be the best route from Manchester, Macclesfield, the Potteries, Hull, Sheffield, and the north, to the mineral districts of South Staffordshire, and to Kidderminster, Worcester and South Wales. By the Leicester and Ashby line, which will communicate by its branch to Uttroter, traffic of great part of the east of England will be available for Staffordshire and the west.

Commencing at Uttroter, the line will be carried over favourable ground to Abbot's Bromley, thence to Rugeley, where it will fall into the Trent Valley Railway Station, by Cannon Chase, along the Rising Brook Valley to Hednesford, and thence by Walsall across the Grand Junction Railway, through Wednesbury, and the mineral districts of South Staffordshire to Dudley; there it will join all those railways that will connect the Staffordshire coal-field with Worcester, Ludlow, and Porthcynllaen on the south-west, Aberystwyth, Merthyr Tydvil, Swansea, Hereford, on the west and south. In fact, it will unite, by the nearest route, the east and west of England.

The line will fall into and cross the Trent Valley, Midlands, and Grand Junction Railway at Walsall, and from Cannon Chase afford direct communication with Wolverhampton (where it will run into the broad gauge railway) from Leeds, and Huddersfield, and the north and east of England.

The population on the line exceeds 300,000, and the ordinary traffic arising from internal sources alone is sufficient to maintain the railway, and afford more than ample remuneration to the shareholders.

As a junction line—with the present immensely increasing public favour to railway travelling—it is scarcely possible to compute the amount of passenger traffic, but it must necessarily be very great.

Since this line was registered, a company has been formed for extending it by a junction at Uttroter, to Huddersfield, Leeds, and Sheffield, by way of Ashbourne, and by this means immense mines of lead, iron, stone, and coal of Derbyshire, the products of the paint manufactures and barytes works at Ashbourne, Cromford, &c., will be opened, and, with those already in work, find a ready transit to Walsall and Birmingham, Dudley and Wolverhampton. The increase of passengers, attracted by ready means of conveyance to the romantic country of Dove and the High Peak, will be necessarily very great.

The copper ore, lime, and coal, abounding in the Caldon and the Ribden Mines, will be transmitted by this line to the manufacturing districts of Staffordshire, Warwickshire, and South Wales, and it will afford a direct communication between Leeds, Huddersfield, and Southampton, and it will also be the nearest route to

Southampton from Manchester, via Uttroter, by the London and Manchester Direct Independent Line, or whatever railway should ultimately pass between Manchester and London, as forming the shortest route to the metropolis—a line which, it is now admitted on all hands, must be carried.

This company reserves the right to raise additional capital to complete the line from Dudley to or near the Droitwich station, on the Birmingham and Gloucester Railway.

Applications for shares and every information to be made to William Arnold Bainbridge, Esq., Uttroter, and John Owens, Esq., 35, Moorgate-street, London; and of the following shareholders:—Messrs. Price and Evans, 39, Lothbury; Mr. Miles, Worcester; Mr. Thomas Henry Wheeler, Worcester; Messrs. Townley and Whitehead, Liverpool; Messrs. Cameron and Co., Liverpool; Mr. Morris Reynolds, Liverpool; Mr. Richard E. Hine, Macclesfield; Mr. James Jamieson, Leeds; Messrs. Wellbeloved and Oastler, Leeds; Mr. Frederick Stamp, Hull; Mr. Thomas Boardman, Blackburn; Mr. George Clark, Bradford; Mr. William Mason, Bradford; Mr. William Crookshank, Halifax; Mr. Charles Spencer, Nottingham; Messrs. Eyre and Shaw, Derby; Messrs. Graydon and Ede, York; Mr. E. H. Arncliffe, Wakefield; Mr. James Stokes, Gt. Elbow; Mr. Joseph Clark, jun., Southampton; Messrs. Tate and Nash, Bristol; Messrs. Beaumont and Langworthy, Exeter; Mr. Thomas Sandford, Exeter; Mr. J. S. Holland, Coventry; Messrs. Houghland and Leese, Manchester; Messrs. Cardwell and Sons, Manchester; Messrs. A. Birchall and Co., Manchester; Messrs. T. N. Bardwell and Sons, Sheffield; Mr. W. H. Collis, Birmingham; Mr. L. Wetherburn, jun., Huddersfield; Messrs. Everard and Co., Huddersfield; Messrs. Payne and Freer, Leicester; Mr. Nicolson, Edinburgh; Messrs. Duncan & Hutchinson, Glasgow; Messrs. Labouchere & Stafford, College-green, Dublin.

#### FORM OF APPLICATION FOR SHARES.

To the Provisional Committee of the Derbyshire, Staffordshire, Oxfordshire, and Worcestershire Junction Railway.  
Gentlemen,—I request you to allot me shares of £20 each in the above railway, and I undertake to accept the same, or such less number as you may appropriate to me, subject to the regulations of the company; and to sign the necessary deeds, and to pay, when required, the deposit thereon of £23s. per share.

Dated this day of 1845.

Name in full .....  
Profession and professional residence in full .....  
Residence in full .....  
Reference .....

#### ALTON, FARNHAM, & SOUTH-WESTERN JUNCTION RAILWAY.

—(Provisionally Registered).—Capital £150,000, in 7500 shares, of £20 each. Deposit £23s. per share, in accordance with the Standing Orders of the House of Commons.—This railway will commence at or near the Farnborough station of the South-Western Railway, and proceed from there by Farnham to Alton, in the county of Hants. The line, which will not exceed sixteen miles in length, will traverse the rich agricultural district and the grounds of Surrey, afford to a dense population the advantage of railway communication, develop the important traffic of this valuable portion of the counties of Surrey and Hants, and it is calculated will yield a highly remunerative return upon the comparatively small capital required to be embarked.—A detailed prospectus, with the names of the provisional committee of directors, will be issued in the ensuing week; in the interim, applications for further information and for shares, in the usual form, to be addressed to Richard Ford, Esq., solicitor, 25, Essex-street, Strand, and to Benjamin Nichols, Esq., solicitor, Farnham.

#### DIRECT WESTERN RAILWAY, FROM LONDON TO FALMOUTH AND PENZANCE.

Capital £3,000,000, in 150,000 shares, of £20 each.—Deposit £17s. 6d. per share.

The line will commence at or near Newbury, in Berkshire, and proceed from thence in a direct course to Taunton, thence by Tiverton to or near Crediton, Okehampton, and Hatherleigh, Launceston, and Truro, to the port of Falmouth, with a continuation of the line from Truro, by Redruth, to Penzance. The towns of Devizes, Lavington, Ludgershall, Marlborough, Warminster, Westbury, Bradford, Trowbridge, Frome, Bruton, Wells, Glastonbury, Shepton Mallet, Castle Cary, Somerset, and Langport, and the populous villages in their vicinity, now destitute of the benefits of railway communication, will have these advantages conferred upon them, and be placed in immediate connection with the metropolis.

The rich agricultural and mineral districts of Devon and Cornwall will have similar advantages, and London will be connected with the city of Exeter, and the ports of Plymouth, Falmouth (the packet station of the empire), and Penzance, by the shortest and most direct course. The proposed line will also unite the western districts of the kingdom with Wales and the north and north-eastern counties, and be to the Great Western Railway that which the Trent Valley is to the London and Birmingham and Grand Junction Railways.

The wide gauge, the natural one of the western counties and of Wales, will be adopted, and such portions of the Great Western line as unite Newbury with the metropolis, and Taunton with Tiverton and Exeter, will be connected by junctions with the proposed line.

A distance exceeding thirty miles will be saved by the contemplated line between London and Exeter.

The prospectus, with the list of the provisional committee of directors, will be issued shortly; in the interim, communications are to be addressed to Messrs. Bell, Brodick, and Bell, solicitors, Bow Church-yard.

#### WEST CORNWALL RAILWAY, FROM TRURO TO PENZANCE.

—(Registered Provisionally).—Capital £500,000, in 25,000 shares, of £20 each.

OFFICES, 35, BROAD-STREET-BUILDINGS, LONDON.

#### COMMITTEE OF MANAGEMENT.

James Alston, Esq., London  
Frederick Pratt Barlow, Esq., London  
Thos. Gill, Esq., M.P., Chairman of the South Devon Railway Company  
Robert Frederick Gower, Esq., London  
Sir Charles Lemon, Bart., M.P.  
Edwin Ley, Esq., Penzance  
James Oliver Mason, Esq., London  
Frederick Ricketts, Esq., Chairman of the Bristol and Exeter Railway Co.  
Philip Vyvyan Robinson, Esq., Redruth  
Charles Russell, Esq., M.P., Chairman of the Great Western Railway Co.  
Edmund Turner, Esq., M.P., Truro  
Louis Vigners, Esq., London

#### ENGINEER.—J. K. Brunel, Esq., F.R.S.

London Bankers—Messrs. Denison, Heywood, Kenards, & Co., Lombard-st.  
Solicitors—Messrs. Edwards, Mason, and Edwards, 8, Moorgate-street.  
Secretary—John Macdonnell, Esq.

In renewing the application to Parliament for a West Cornwall line, it has been determined to bring forward a more comprehensive scheme, and with that view to purchase the existing Hayle Railway; and by using the same, so far as may be advantageous, to construct a direct line of railway from Truro to Penzance, with a branch to St. Ives, and with such other branches as may on examination be found desirable.

The committee of management have obtained a valuable advantage in their present undertaking, by securing the services of Mr. Brunel as engineer; for the purpose of carrying it into effect in a more complete manner, it is proposed to raise a capital of £500,000, which will be divided into 25,000 shares of £20 each, to be allotted on a deposit of £23s. per share.

The holders of shares in the original scheme, upon surrendering their present scrip certificates, will be entitled to an equal number of shares in the new company, and to a preference in the allotment of the additional shares, to the extent of one new share for every share exchanged.

Parties who do not apply for an exchange of shares before the 8th day of September next, will forfeit their right to make the exchange, and be held as having withdrawn from the undertaking.

In order to comply with the Standing Orders of Parliament, which now require a deposit of 10 per cent., instead of 5 per cent. as formerly, a payment of 15s. per share, in addition to the deposit already paid, must be made on the old shares, and a deposit of £23 must be paid on each of the additional shares.

Power will be taken in the Act to allow interest at the rate of 4 per cent. per annum on the deposits, and, from the date of the sale, from the date of each payment until the opening of the whole line, or until a dividend shall be declared; and the liability of subscribers will be limited by the Act of Parliament to the amount of their respective shares.

Forms of letters of application may be had at the company's office, 35, Broad-street-buildings, London. No applications for shares will be received from persons not holders of scrip certificates in the old company.—20th August, 1845.

#### FORMS OF APPLICATION.

No. I.  
To the Committee of Management of the West Cornwall Railway Company.  
Gentlemen,—Enclosed you will receive from me scrip certificate for old shares in the West Cornwall Railway, of which I am the bona fide owner, and which I desire to exchange for the same number of new shares in the remodelled West Cornwall Railway scheme, upon the terms stated in the prospectus of the 20th August, 1845; and I hereby undertake to accept the same, and to pay the additional deposit thereon of 15s. per share, and to sign the Parliamentary contract and subscribers' agreement when required.

Dated this day of 1845.  
Name in full .....  
Business or profession .....  
Residence .....  
Place of business or profession .....  
\* Insert the number of certificates and shares respectively sent.

No. II.  
To the Committee of Management of the West Cornwall Railway Company.  
Gentlemen,—Having signified, as above, my desire to exchange my scrip certificates for old shares held by me in the West Cornwall Railway, for new shares in the remodelled West Cornwall Railway scheme, I hereby request that you will further allot to me additional shares, upon the terms stated in the prospectus of the 20th August, 1845, and I agree to pay the deposit thereon, and to sign the Parliamentary contract and subscribers' agreement when required.

Dated this day of 1845.  
Name in full .....  
Business or profession .....  
Residence .....  
Place of business or profession .....

#### ST. IVES JUNCTION RAILWAY.

—The committee of management of the above railway company, beg leave to inform the shareholders, that in consequence of the promoters of the West Cornwall Railway having declared their intention of providing for the accommodation of the districts included in the above undertaking, by the construction of a branch railway from their main line to St. Ives, it has been deemed advisable to prosecute no further the above scheme. The committee have, however, succeeded in concluding an arrangement with the promoters of the West Cornwall Railway, under which the shareholders in the St. Ives Junction Railway Company will be entitled to the repayment of their deposits without deduction.

Notice is, therefore, hereby given, that on and after the 8th day of September next, holders of scrip certificates in the St. Ives Junction Railway Company may receive back the original deposit of £1 per share, on application to the bankers of the company, Messrs. Denison, Heywood, Kenards, & Co., No. 4, Lombard street, City. The scrip certificates will be required to be surrendered on repayment of the deposit.

By order, JOHN MACDONNELL, Secretary.

35, Broad-street-buildings, 20th August, 1845.

#### STAFFORDSHIRE AND SHROPSHIRE JUNCTION RAILWAY.

—The provisional committee beg to inform the shareholders in this company and the public, that they have instructed their engineer to survey the country between Shifnal and the River Severn, with a view to an extension of the line through the mineral district of Shropshire, and to a junction with the proposed railway from Worcester to Shrewsbury.

LEWIS and FORD, Joint-Solicitors,  
41, Moorgate-street, August 30, 1845.

#### DIRECT LONDON AND EXETER RAILWAY COMPANY.

[WITH EXTENSION HEREAFTER TO FALMOUTH.]

Capital £3,000,000, in 150,000 shares, of £20 each.—Deposit £17s. 6d. per share.

With power to raise £1,000,000 more, if necessary.

(Provisionally Registered, pursuant to 7 and 8 Vic. c. 110.)

OFFICES, No. 52, REGENT-STREET, WATERLOO-PLACE, Adjoining the County Assurance Company.

#### PROVISIONAL COMMITTEE.

The Right Hon. the Earl of Mexborough, Dover-street, Piccadilly, director of the Direct London and Manchester Railway  
The Right Hon. Viscount Sidmouth, Ottery, Devon  
Lord Henry Loftus, Belgrave-square  
Sir Henry Hervey Bruce, Bart., Montague-square, and Down-hill, Londonderry  
J. R. Phillimore, Esq., LL.D., 43, Clarges-street, Chancellor of Salisbury  
Francis Gordon, Esq., Henry Fynn, 19, Clifford-street  
Sir George Rich, 43, Lowndes-street, Belgrave-square  
The Hon. A. Capel, Theyden House, Essex, and Park-street, Grosvenor-square  
Charles William Spicer, Esq., 28, Portman-square  
G. Thompson Jacob, Esq., Maudslayi, Magistrate, and Deputy-Lieut. for Dorset  
W. F. A. Delane, Esq., Bracknell  
H. H. Hungerford, Esq., Dingley Park, Market Harborough, and Dover-street, Piccadilly, director of the Leicester and Bedford Railway  
Francis Dawson, Esq., Grosvenor-street  
Richard Francis Fowles, Esq., 73, Eccleston-square, and Long-Orchard, Tipperary  
Lieut.-Colonel P. W. Pedlar, Mutley House, Devon  
Thomas Dowling, Esq., Marlborough-place, St. John's Wood  
The Hon. Henry Savile, Dover-street  
A. W. Hillary, Esq., 66, Cadogan-place  
W. L. Pope, Esq., Woodford, Essex  
George Evans, Esq., Milbury-terrace, Regent's-park  
Francis Lloyd, Esq., Bingley House, Birmingham  
William Thomas Davies Lloyd, Esq., Anglesey  
John Lyall, Esq., Chelsea  
E. S. Blundell, Esq., 18, Lower Seymour-street  
John Penhall, Esq., Springfield, Wandsworth-road  
John Allen, Esq., Gloucester-terrace, Kensington

#### COMMITTEE OF MANAGEMENT.

John Allen, Esq., Gloucester-terrace, Kensington  
Thomas Dowling, Esq., Marlborough-place, St. John's Wood  
George Evans, Esq., Milbury-terrace, Regent's-park  
A. W. Hillary, Esq., 66, Cadogan-place  
John Lyall, Esq., Chelsea  
John Penhall, Esq., Springfield  
W. L. Pope, Esq., Woodford, Essex  
Brigadier-General Sir Henry Fynn, 19, Clifford-street  
Charles William Spicer, Esq., 28, Portman-square  
(With limited power to add to their number.)

#### ENGINEER.

John Braithwaite, Esq., 4, Trafalgar-square, Engineer of the Eastern Counties Railway

BANKERS—Messrs. Currie and Co., 29, Cornhill.

SOLICITOR—D. E. Colborne, Esq., 8, Carlton Chambers, Regent-street.

The object of this company is to establish a railway from London to Exeter direct, through Salisbury and other considerable towns hitherto deprived of that great improvement of the age. The most important feature, however, of this undertaking will be, that it will establish an uninterrupted, direct, and speedy communication between the metropolis and our largest maritime ports—Plymouth and Falmouth—and thus form an immediate transit to the extreme part of the west of England. To the shipping interest, both at home and abroad, this facility will be of the utmost importance, and it is not to be considered that the advantages of such a line are evident.

The committee feel the importance of the duty imposed upon them, and rely with confidence on the success of the undertaking, possessing, as it does, the strongest claims for support, whether as a permanent and judicious investment of capital, or as a great national undertaking. It is not intended to comment on the various railway schemes partially affecting the line the committee propose should be adopted, further than to observe, that none of them have been based upon a sufficiently comprehensive view to afford "a direct organic communication" with the metropolis; and it is apparent that an entire line, under the management of one company, is far preferable to any other communication now available or projected. This line of railway is offered to the public as affording, not only an independent and direct intercourse between the metropolis, Exeter, and the various important towns upon it, but will effect a saving of thirty miles and upwards in the circuitous and expensive route by Bristol.

The opinion of Sir Robert Peel is particularly applicable to this project—that the tendency of the improvements which are almost daily introduced, was decidedly in favour of the shortest and most direct lines; and it is deserving of remark, that when the Wills and Somerset Railway Bill (which has lately received the Royal sanction) was before Parliament, its projectors were required to pledge themselves that they should "not offer hereafter any impediment to a direct line to Falmouth, being precisely such an undertaking as the one now proposed, thereby proving the importance attached by Parliament to direct communications, and the London and York having obtained the consent of the House of Commons to their bill, after a prolonged opposition, shows the weight attached to direct independent railways.

It is proposed that this railway shall take its course between the Great Western and the South-Western as far as Kingsclere—thence it will not in any way interfere with those lines—and is the course actually suggested by the Board of Trade, in its fourth Report, sec. 42, by which an opening was made in this very line, stating that there is nothing in the present settlement of existing railways to prevent a shorter or competing line to Exeter being brought forward.

The Direct London and Exeter Company intend to form their terminus in the most central part of London which can be obtained. It will be in the immediate vicinity of St. Paul's-street and Knightsbridge. It is also intended that this company shall join the railway projected to cross the Thames, and thus effect an immediate connection with a central terminus at Hungerford-bridge.

From the London terminus the line will branch off to or near Hammersmith, Turnham Green, Brentford, Isleworth, Hounslow, Staines, Egham, Bagshot, Ascot, Bracknell, Bingley, Wokingham, Kingsclere, Andover, and Salisbury; Shaftesbury, Sherbourne, Yeovil, Crewkerne, Axminster, or from Salisbury to Craubourne, Blandford, Dorchester, Bridport, Axminster, and Honiton, to Exeter.

The line chosen was nearly the one adopted by the Romans; and as they, whenever practicable, adopted the straight line, the committee intend, as nearly as possible, following their example. This road was also the old mail coach line, until the circuitous course of the Great Western, in the infancy of railway travelling, diverted the traffic from it.

The line of this railway will pass through Staines, as before observed; and it is proposed to form a branch to Windsor, it being represented that that mode of immediate communication with the metropolis will be most congenial to the inhabitants of that town and its vicinity. The committee are, therefore, desirous of accomplishing that object, and invite the immediate and active co-operation of the landholders and inhabitants of Windsor to this part of their scheme especially.

To the sporting world also, this undertaking offers a desideratum which has long been felt; it is calculated the number of persons annually visiting Ascot and Egham races exceeds 250,000; this line will pass in the immediate vicinity of these race-courses; and near Ascot a handsome and commodious station will be erected for the accommodation of the public.

The traffic tables which are now in course of preparation will, when completed, be published, but from the official returns, and other sources which have come within the committee's cognisance, a very ample interest for the capital necessary for this undertaking is shown, and as the traffic from the great accommodation this railway will afford to every description of property in the district through which it will pass, will be greatly increased, so also will be the financial returns.

The rejection of the bill before Parliament of the Plymouth and Falmouth line, induces the committee to propose an immediate extension of the direct line from Exeter to Falmouth. Prospects for this extension will be published as soon as the plans and surveys are matured, and in the allotment of shares for this part of the line preference will be given to the original holders of shares in the Direct London and Exeter Company, and the landowners on the Falmouth line.

The entire line has been partially surveyed, and the essential benefit arising from avoiding the elbow of Bristol has been ascertained beyond a doubt. The plans, section, and books of reference will be ready within the time prescribed by the Standing Orders of Parliament, and application will be made for a bill to incorporate the company early in the next session.

The usual power will be taken by the Act to allow interest at 4 per cent. per annum, after passing the Act, on the amount of the subscriptions paid up, and that no subscriber shall be answerable for more than the amount of his deposit until the Act be obtained, and then not beyond the amount of his subscription.

In case Parliament should not sanction the present undertaking, which every active means will be taken to secure, the money deposited, deducting the necessary expenses attending the projection, will be returned to the shareholders.

The committee have been in communication with many influential landowners on the line, from whom promises of support have been obtained, and earnestly invite the co-operation and assistance of all parties holding property upon it, desirous of furthering the object in view, whose names, it is requested, may be communicated to the committee or to the solicitor to the company forthwith.

Prospectuses, with forms of applications for shares, may be had at the offices of the company as above, and of the following stock and sharebrokers—viz:

Messrs. Sutton, Gribble, and Sutton, Royal Exchange, London; also John Langworthy, Exeter; J. B. Munday, Bath; Potter and Co., and Riddale and Co., Leeds; Wm. Moore and Co., Huddersfield; Eyre and Shaw, Derby; Silby and Simpson, Hull; Grayston and Earle, York; Henry Bingley, Wakefield; Hopwood and Palmer, Plymouth; Hall Brothers and Co., Cheltenham; W. W. Dickinson, Newcastle-on-Tyne; W. H. Collis, Birmingham; Myers and Birbeck, Wm. Marshall, and Cardwell and Sons, Manchester; Muir and Co., Edinburgh; John E. Mann and Son, Norwich; A. W. Moffatt, Edinburgh; Luke Arnold, Bristol; John Thomas Holland, Coventry; James Watson, and Thomas Gray, Glasgow; Roworth and Shepperty, Nottingham; Thomas Crewdon, Liverpool.

The following gentlemen are among those appointed as Local Agents, in furtherance of the interests of the company, from whom prospectuses and applications for shares may also be obtained:

Egham—Thomas Harvey, Esq.  
Bagshot—John Meares, Esq.  
Bracknell—Charles Cave, Esq.  
Wokingham—Francis Soames, Esq.  
Salisbury—Henry Cooper, Esq.

Yeovil—George Hancock, Esq.  
Crewkerne—Robert Lowman, Esq.  
Blandford—George Moore, Esq.  
Bridport—S. H. Gunmer, Esq., and Henry B. Fox, Esq.

#### FORM OF APPLICATION FOR SHARES.

To the Provisional Committee of the Direct London and Exeter Railway Company.  
Gentlemen,—I request you to allot me shares, of £20 each, in the above railway, and I undertake to accept the same, or such less number as you may appropriate to me, subject to the regulations of the company, also to sign the necessary legal documents, and to pay, when required, the deposit thereon of £17s. 6d. per share.

Name in full .....  
Profession (if any) and professional residence, in full .....  
Residence in full .....  
Reference .....

Date ..... Signature of applicant .....

Witness .....



## STOCKS AND RAILWAY SHARE CALCULATOR.

**TABLES FOR CALCULATING SHARES IN RAILWAY, CANAL, GAS, MINING, INSURANCE, AND OTHER COMPANIES**—at any price from 1-16th of a pound (or 1s. 3d.) up to £500 per share; and from one share to 500; also, applicable to FOREIGN or ENGLISH STOCK and BONDS, and for other purposes; to which is annexed, a Comprehensive Table of Income Tax.

By R. EDWIN ROBINSON, Stock Exchange.  
London: published by Edinham Wilson, 11, Royal Exchange, and F. G. Moon, 20, Threadneedle-street.

## AUXERRE AND LA ROCHE RAILWAY COMPANY.

JOINING THE TRUNK LINE FROM PARIS TO LYONS AT LA ROCHE.  
Capital 5,000,000 francs (£800,000), in shares of 500 francs (£80 each).  
Deposit 100 francs (£12 10s.) per share.

**PROVISIONAL DIRECTORS.**  
President—M. M. LARABIT, Ancien Officier du Génie, Deputé.  
M. M. Genty de Buissy, Deputé.  
Le Vice-président de Chabrol-Chameane, Propriétaire.  
M. M. P. Tripiet, Maître des Requêtes au Conseil d'Etat.  
A. W. Hillary, Esq.

**BANKERS.**—Paris, M. I. A. Le Roux, Rue de l'Echiquier, 35.  
London, London and Westminster Joint-Stock Bank, Lothbury.

**AGENT DE CHANGE.**—M. E. Le Ray, Place de la Bourse, 8.  
**SECRETARY** (pro tem.)—M. R. Erlam.

The number of shares for distribution being only 2000—8000 having been allotted in France, and the deposits paid, the bankers' certificates of which can be seen at the offices of the company—the Directors cannot receive APPLICATIONS for SHARES after THURSDAY, the 26th instant. Prospectuses and forms may be had at the offices of the company, No. 26, Bucklersbury.

**GREAT WESTERN RAILWAY OF BENGAL.**—Whereas some of the letters of allotment for shares in this company have been improperly sold, and the provisional directors have been apprised of the same, and having employed agents to watch such sales, Notice is hereby given, that such SALES are CANCELLED, and that a list of the persons by whom such sales have been made, and of the parties by whom they were recommended, is preparing for publication.

By order of the board, 82  
Offices of the Company, 147, Leadenhall-street, August 21.

## YORK AND LANCASTER RAILWAY.

Capital £1,600,000, in 32,000 shares, of £50 each.—Deposit £2 10s. per share.  
**OFFICES OF THE COMPANY.**  
PALACE CHAMBERS, ST. JAMES'S-STREET, WESTMINSTER.

**PROVISIONAL COMMITTEE.**  
Sir Thomas Woolaston White, Bart. Walling Wells, Notts, and Beverley, Yorkshire  
Sir Henry Webb, Bart. 105, Pall-mall, London  
Hon. Octavius Duncombe, M.P. North Riding, Yorkshire  
Philip Henry Howard, Esq. M.P., Carlisle, Corby Castle, and 15, Gloucester-place, Portman-square

William Bulkeley Hughes, Esq. M.P., Anglesey  
The Hon. Douglas Kinnaird Pulteney, 4, Parliament-street, Whitehall  
Sir John Hare, 11, Langham-place, London, Director of the Liverpool and Leeds Railway

Richard Alecock, Esq., Grassington House, Grassington  
John Chandler, Esq., Friday-street, London  
Nathaniel Cooke, Esq., Baywater, Director of the Nottingham and Boston Railway  
Daniel S. Crouch, Esq., Inner Temple, London

Joseph Dent, Esq., Ribston Park, Wetherby  
Henry Farington, Esq., Director of the Manchester and Wigan Railway Company  
John Holford, Esq., Rushdon Hall, near Manchester

Joseph Holdsworth, Esq., Wakefield, Director of the Midland Railway  
Hansley Hutchinson, Esq., Grassfield House, Paisley Bridge  
John Mansfield, Esq., Eagle Hall, Paisley Bridge

William John Norris, Esq., Bedford-place, London  
A. Macdonald Ritchie, Esq., Middle Temple, London  
John York, Esq., Beverley Park, Paisley Bridge

(With power to add to their number.)  
**ENGINEER.**—John Miller, Esq., F.R.S.E.

**BANKERS.**  
London—The London and Westminster Bank  
York—Messrs. Birkbecks  
Settle—Messrs. Birkbecks

Lancaster—The Lancaster Banking Company  
Liverpool—The Royal Bank

**SOLICITORS.**  
Messrs. Chantler and Westwood, 8, Gray's Inn-square, London.

**LOCAL AGENTS.**  
G. H. Seymour, Esq., York  
Messrs. Hicely and Maister, Lancaster  
Matthew Gill, Esq., and Richard D'Evies, Jun., Esq., Knaresborough

**SECRETARY.**—Samuel Holdsworth, Esq., Sowerby Bridge, Halifax.

This railway will proceed from York to Lancaster—about seventy-two miles—by the most direct practicable route, and pass near Knaresborough, Harrogate, Long Preston, Settle, and many other important places. The counties of York and Lancaster comprise a population of 3,000,000 persons, and are, perhaps, the most wealthy and populous divisions of the kingdom. The roads between York and Lancaster are mostly carried over the tops of hills, and, in winter, are nearly impassable; this line will pass along the valleys, and the journey, now rarely made, by coach, within twelve hours, may be performed on the railway, in two hours and a half!

It will provide facilities of access to all the great manufacturing, mining, and agricultural districts; to the north of England, to the Isle of Man, Ireland, Scotland, and Wales; to Harrogate, celebrated for its unrivalled sulphur, mineral, and chalybeate springs; and to the important intermediate districts between York and Lancaster, which abound with valuable minerals, and raise vast quantities of live stock and agricultural produce. Many places near the intended course of the line are known to possess inexhaustible supplies of lead, iron, slate, lime, stone, freestone, and other useful minerals. But these are now comparatively unavail from the great cost of coal and carriage. The railway will rapidly develop these sources of prosperity, by introducing coal at a low price, and providing cheap carriage for mineral produce of every kind; it will also furnish a most desirable means of transit for passengers and merchandise to and from every part of the kingdom, and a cheap conveyance for immense quantities of live stock and agricultural produce from the rural to the manufacturing and mining districts. Many completed and projected railways will intersect this line, and greatly facilitate traffic and intercourse in every direction; with the directors of these railways, and of various others, which have a station at York or Lancaster, the committee will endeavour to make arrangements likely to prove mutually beneficial, and they have much pleasure in stating that the landowners along the line are extremely favourable to the undertaking, and consider it will materially augment the value of their possessions, and prove advantageous to the country and the shareholders. It has been fully ascertained that the proposed line presents but few engineering difficulties, and that, although it will pass through some very hilly districts, it may be constructed along valleys, and with favourable gradients throughout nearly its entire course. The liability of the shareholders will be restricted by Act of Parliament to the amount of their subscriptions, and power will be applied for in the bill to allow interest at 4 per cent. per annum on all calls, from the passing of the Act until the opening of the line.

Applications for shares may be addressed, in the form annexed, to the undermentioned brokers—viz., Messrs. B. and M. Boyd, Princes-street; Messrs. Carden and Whitehead, Threadneedle-street; and Messrs. Wells, Westport, and Prinslow, 75, Old Broad-street, London; Messrs. Graystone and Earle, York; Mr. Thackray, Harrogate; Mr. Joseph Nelson, Settle; Mr. W. Welch, Lancaster; Mr. Anthony Laurie and Mr. May, Liverpool; Mr. Peter Leicester and Messrs. Cardwell and Co., Manchester; Mr. James Pearson, Birmingham; Messrs. Joshua Wood and Son, Messrs. Watson and Co., and Messrs. E. King and Co., Leeds; Messrs. Brady and Stanforth, Hull; Mr. J. A. Butchart, Huddersfield; Mr. Hervey, Halifax; Mr. Nightingale, Wakefield; Messrs. Samuel Hutchinson and Co., Bradford; Mr. Luke Arnold and Mr. George Edwards, Bristol; Mr. G. R. Gliddon and Mr. Thomas Sandford, Exeter; Messrs. Hall, Brothers, and Co., Cheltenham; Messrs. Hopwood and Palmer, Plymouth; Mr. Robert Allan, Messrs. Hugh Munro and Co., Mr. David Kinnear, and Mr. James Pringle, Edinburgh; Mr. W. Fringle, Leith; Messrs. McEwen and Alexander, Glasgow; Mr. William Gordon, Aberdeen; of whom prospectuses may be had; or to the provisional committee, at the temporary offices of the company.

## FORM OF APPLICATION FOR SHARES.

To the Provisional Committee of the York and Lancaster Railway Company.  
Gentlemen,—I request you will allot me shares of £50 each in the above-named company, and I hereby undertake to pay the deposit thereon, and to execute the necessary deeds when required.

Name in full .....  
Profession or trade .....  
Residence .....  
Place of business (if any) .....  
Date .....  
Reference .....  
Signature .....  
Witness .....  
Witness .....  
Witness .....

## CALLAO AND LIMA AND PACIFIC COAST RAILWAY COMPANY.

Capital £250,000, in 25,000 shares of £10 each.

Deposit £1, to be returned in full, if the objects of the company (which are detailed in the prospectus) be not carried out.

**DIRECTORS.**  
Sir William de Bathe, 29, Portman-square  
Sir George Ritchie, 43, Lowndes-street  
Thomas Claude Hamilton, Esq. 20, Chester-square

William Richardson, Esq. 6, Charlotte-street, Bedford-square  
Robert Fawcett, Esq. Union-street, Southwark

George Augustus Brown, Esq. 20, Gower-street, Bedford-square  
(With power to add to their number.)

**BANKERS.**  
The London Joint-Stock Bank, London  
The Liverpool Borough Bank, Liverpool

**SOLICITORS.**—William Bevan, Esq., 6, Old Jewry.

**SECRETARY** (pro tem.)—Mr. George Upton.

It is proposed, in the first instance, to make a railway from Callao, the chief port, to Lima, the capital of Peru—the great marts of trade, and general resort of the whole Peruvian nation—and afterwards to lay down such lines on the coast of the Pacific as may be approved of by the shareholders at a general meeting. The distance from Callao to Lima is about seven English miles. There is open ground all the way, suited to receive the rails; the gradients uniform, and no curves; with an abundant supply of water-power. It is estimated that the cost of this line will not exceed £50,000; and when it is considered that it will command the whole traffic of passengers, and the conveyance of goods, between the chief port and the capital of Peru, it may fairly be assumed that the undertaking will be one of unusual profit.

Should the operations of the company be confined to the line between Callao and Lima, no further portion of the capital will be called for than may be sufficient to construct that line; and if the objects of the company be not carried out, the whole of the deposit money will be returned.

Applications for shares (with reference) to be made to the secretary, at the office of the company, No. 6, Old Jewry, where prospectuses may be had.

## LONDON AND FALMOUTH RAILWAY, BY SALISBURY AND EXETER.

(Registered Provisionally, pursuant to the 7th and 8th Vic. c. 110.—PRELIMINARY ANNOUNCEMENT.—A detailed PROSPECTUS of this company, now in course of formation, will be shortly made public; in the meantime any information that may be required can be obtained on application to the solicitors, Messrs. Fyson and Curlling, 3, Frederick's-place, Old Jewry; and S. P. Hook, Esq., 11, Throgmorton-house-yard, Lothbury.

## BUCKINGHAMSHIRE RAILWAY, AND OXFORD AND WOLVERTON JUNCTION.

Capital £2,250,000, in shares of £50 each.—Deposit £2 10s. per share.  
(Registered Provisionally, pursuant to 7 and 8 Vic. c. 110.)

## PROVISIONAL COMMITTEE.

His Grace the Duke of Buckingham and Chandos, K.G.  
The Right Hon. Lord Nugent, LL.M., Aylesbury, Bucks  
Sir John Chetwode, Bart. M.P., Chetwode Manor House, Bucks

Sir Thomas Digby Aubrey, Bart. Oving House, Bucks  
Sir Harry Verney, Bart. Claydon House, Bucks  
Hon. Philip Sidney Pierpont, Evelyn Hall, Brackley, Northamptonshire

Edmund Francis Dayrell, Esq. M.P., Thame Park, Oxfordshire  
Charles John Bailie Hamilton, Esq. M.P., Thame Park, Oxfordshire  
Rice Richard Clayton, Esq. M.P., Hogerley Park, Bucks

John Deering, Esq. The Lea, Bucks  
George Morrison, Esq., Biddisden Park, Bucks  
R. Bullock Marshall, Esq. LL.D., Caversham House, Oxfordshire

Walter Henry Brancebridge, Esq., Mervile House, Warwickshire, and Chetwode Priory, Bucks  
John Barnes, Esq., Chorley Wood, Herts

W. Osmond Hammond, Esq., St. Alban's-court, Wingham, Kent  
Benjamin Price, Esq., Westbury, Bucks  
Colonel John Hall, Life Guard's Barracks, Hyde-park, London

John Newman, Esq., Brand's House, Hughenden, Bucks  
Thomas Newhall Allen, Esq., The Vache, Chalfont, Bucks  
Henry William Beauchamp, Esq., 61, Chester-square, London

Robert Fox, Esq., Wendover Lodge, Bucks  
William James Bailly, Esq., Shenley House, Bucks  
Thomas Sands Chapman, Esq., The Park, Aston Clinton, Bucks

Robert Marriott Freeman, Esq., Stoney Stratford, Bucks  
George Parrott, Esq., Castle Farm, Buckingham  
Captain Edward Dewes, Buckingham

Humphrey Humphreys, Esq., Buckingham  
William Stowe, Esq., Buckingham  
William Davis, Esq., Bicester, Oxfordshire

Captain William Style, R.N., Bicester, Oxfordshire  
John Horwood, Esq., Steane Park, Brackley, Northamptonshire  
John Henry Butterfield, Esq., Brackley

William King Mallins, Esq., Brackley  
Alfred Hopcraft, Esq., Brackley  
Charles Tawney, Esq., Oxford

Richard Woodroffe, jun., Esq., Oxford  
Jonathan Samuel Browning, Esq., Oxford  
Henry William Tancered, Esq. M.P., London

Timothy Rhodes Cobb, Esq., Banbury, Oxon  
Zachariah Daniel Hunt, Esq., Aylesbury, Bucks  
Joseph Ashby Gillett, Esq., Banbury, Oxon

Lieut.-General Sir James Watson, K.C.B., Wendover House, Bucks.  
**Directors of the London and Birmingham Railway.**

George Carr Glyn, Esq., London  
Joseph Frederick Ledsam, Esq., Birmingham  
Edward Cropper, Esq., Liverpool

Thomas Smith, Esq., Edgiate Lodge, Surrey  
Thomas Young, Esq., Albany, London  
Ross Donnelly Mangles, Esq. M.P., London

Captain Constantine R. Moorsom, R.N., Birmingham  
Robert Benson, jun., Esq., Fairfield, Manchester  
Edward Wm. Selby Lowndes, Esq., Winslow, Bucks

(With power to add to their number.)  
**COMMITTEE OF MANAGEMENT.**

Sir Harry Verney, Bart.  
The Hon. P. S. H. Pierpont  
E. F. De Villiers, Esq.

Z. D. Hunt, Esq.  
Captain Edward Dewes  
Humphrey Humphreys, Esq.

J. R. Cobb, Esq.  
Jon. Samuel Browning, Esq.  
(With power to add to their number.)

**ENGINEER.**  
Robert Stephenson, Esq.

**BANKERS.**  
London—Messrs. Glyn, Hanbury, Mills, and Co., Lombard-street  
Aylesbury—Messrs. Rickford and Hunt, and the London and County Bank

Buckingham—Messrs. Bartlett, Parrott, and Hearn, and the London and County Bank  
Banbury—Messrs. Cobb and Co., and Messrs. Gillett and Tawney

Oxford—Messrs. Wootton and Co., and the London and County Bank  
Bicester—Messrs. Tibbs.

**SOLICITORS.**  
Messrs. Parker, Hayes, and Twidell, Lincoln's Inn-fields, London  
Mr. Samuel Carter, Birmingham, and 37, Great George-street, Westminster

Mr. William Meyrick, 2, Fumival's Inn, London  
Messrs. Rose and Messrs. Tindal, Aylesbury  
Messrs. Hearn and Nelson, and Mr. Henry Smith, Buckingham

The object of this undertaking is to supply railway communication to the towns and districts lying between the London and Birmingham and the Great Western Railways, giving them the best means of access to the metropolis, and connecting them also with the northern and eastern lines of railway, as well as with Oxford and the south.

The main line will commence from the London and Birmingham Railway, near Harrow, and passing to the north of Uxbridge, will proceed up the valley by Chalfont, near Amersham and Chesham, to Maidenhead and Wendover, and thence to Aylesbury; from which place it will extend to Buckingham, and passing near Winslow, and approaching Brackley, will terminate by a junction with the proposed Warwickshire and London Railway, near Banbury.

In addition to the line above described, it is intended also to construct a railway from the central station of the London and Birmingham Railway at Wolverton to Buckingham, and thence through Bicester to Oxford; and in connection with the line here proposed, the Bedford and London and Birmingham Company, intend to make a connecting line between Bedford and Wolverton.

The proposed Buckingham and London and Birmingham Railway Company—for the construction of a line from Wolverton to Bicester—is amalgamated with this company. Accurate surveys of the country have been taken by Mr. Robert Stephenson, and it has been ascertained that no engineering difficulty of importance presents itself.

The undertaking has already received the sanction and support of a very large proportion of the nobility, gentry, and proprietors of land through or near whose property it is intended to pass.

It is proposed that these lines should be made with the co-operation, and under the direction and superintendence of the London and Birmingham Railway Company; under a lease, in perpetuity, at 4 per cent. per annum on the outlay, with a conditional arrangement as to the surplus profits.

It is intended to offer the shares in such proportion as the amount of capital will allow of, to the holders of shares in the London, Worcester, and South Staffordshire Railway Company, subject to the approbation of the committee of management, with the exception of such as may be required for parties having local interests.

**BUCKINGHAM AND LONDON AND BIRMINGHAM RAILWAY.**—The public are respectfully informed, that the company for constructing the BUCKINGHAM AND LONDON AND BIRMINGHAM RAILWAY is AMALGAMATED with the BUCKINGHAMSHIRE RAILWAY COMPANY. Any parties locally interested, who have applied for shares in the Buckingham and London and Birmingham Company, and who may wish to take shares in the Buckinghamshire Railway Company, are requested to make application on or before the 20th day of August inst., to any of the solicitors of the Buckinghamshire Railway.

In consequence of the arrangements with the Buckinghamshire Railway Company, shares can be allotted, except to parties locally interested.

**EXTENSION OF THE GREAT SOUTHERN AND WESTERN RAILWAY TO NENAGH AND THE SHANNON.**  
Capital £225,000, in 15,000 shares, of £15 each.—Deposit £1 11s. 6d. per share.

## MANAGING COMMITTEE.

James Clay, Esq., Director of the Shrewsbury and Birmingham Railway  
William R. Collett, Esq. M.P., Director of the Great Southern and Western Railway

Mr. Alderman Copeland, M.P., Director of the Staffordshire Potteries Railway  
The Hon. G. L. Dawson Damer, M.P.

Adam Duff, Esq., Chairman of the Norwich and Brandon Railway  
Henry Clarke Dupps, Esq., Director of the Dover and Canterbury, and Great Eastern and Western Railways

Captain Edwards, Baker-street, Portman-square  
William Henry Gregory, Esq., M.P.

Jonathan Hopkinson, Esq., Deputy-Chairman of the Commercial Bank of London  
Hon. Richard E. Howard

Wm. Henri Thomas, Esq., Deputy-Chairman of the Chester and Holyhead Railway  
**ENGINEER.**—Sir John MacNeill.

**SOLICITORS.**  
Messrs. Barrington and Son, Ely-place, Dublin

Messrs. Barnes, Winter, and Bernard, 2, Great Winchester-street, London

**BANKERS.**  
The Commercial Bank of London, Lothbury, and Henrietta-street, Covent-garden  
The Provincial Bank of Ireland, Limerick

The company formed to construct a railway from Nenagh to the Shannon, have determined upon EXTENDING their LINE to the nearest point of junction with the Great Southern and Western railway, in the vicinity of Templemore. For this last-named influential company one-fourth of the capital has been reserved.

In the allotment of the remaining shares, parties holding the scrip certificates in the Nenagh and Shannon Railway will have a preference.

Forms to be had of, and application for shares to be made to, Andrew Gifford, Esq., 62, Moorgate-street, London; or John Kempton, sen., Esq., Nenagh Guardian Office, Nenagh, Ireland, on or before the 1st of September next.

62, Moorgate-street, London, August 12, 1849.

## FORM OF APPLICATION.

To the Committee of Management of the Extension of the Great Southern and Western Railway to Nenagh.  
Gentlemen,—I request you will allot me shares, of £15 each, in the above undertaking, and I hereby agree to accept the same, or any less number that may be allotted to me; and to pay the deposit of £1 11s. 6d. per share thereon, and sign the Parliamentary contract and subscribers' agreement when required.

Name in full .....  
Residence .....  
Profession or business .....  
Date .....  
Name and address of reference .....

## GREAT INDIAN PENINSULAR RAILWAY COMPANY.

The provisional committee desire to announce, that they have, by the last mail, dispatched the manager of the company, Mr. J. Chapman, to Bombay, with full powers, and means for taking all necessary preliminary measures; and that, from his previous experience, they have reason to anticipate results highly advantageous to the interests of the undertaking.

## WAKEFIELD, PONTEFRAC, AND GOOLE RAILWAY.

—CONTRACT FOR RAILS AND CHAIRS.—TO IRONMASTERS AND OTHERS.—About SEVEN THOUSAND TONS of MALLEABLE IRON RAILS, and TWO THOUSAND TONS of CHAIRS, are WANTED for this line of railway. All particulars may be obtained on application to John Harris, Esq., C.E., Darlington.—Tenders to be sent to the secretary's office, Pontefract, on or before the 9th of September next.

The directors will meet at the hotel, Nonington Station, on Wednesday, 10th September, when the tenders will be opened. The directors do not bind themselves to accept the lowest tenders.

Pontefract, August 18, 1849. GEORGE FOX, Secretary.

## STEAM TO INDIA VIA EGYPT, MALTA, ITALY, ALEXANDRIA, AND THE PENINSULAR RAILWAY.

PASSAGE TO BOMBAY, MADRAS, AND CALCUTTA.  
The Peninsular and Oriental Steam Navigation Company BOOK PASSENGERS for CEYLON, MADRAS, AND CALCUTTA direct, by steamers leaving Southampton on the 20th, and for Alexandria, en route to Bombay, on the 1st of every month.

A steamer from Southampton leaves the 1st and 20th of every month for Malta, whence we steamers to Naples, Genoa, Civita Vecchia, three times a month.  
STEAM TO CORUNNA, OPORTO, VIGO, LISBON, CADIZ, AND GIBRALTAR.  
A steamer leaves Southampton on the 7th, 17th, and 27th of every month.

Apply at the Peninsular and Oriental Steam Navigation Company's offices, 51, St. Mary Axe, London, where only passages can be secured throughout.

## ELECTRIC CLOCKS AND IMPROVED ELECTRIC TELEGRAPHS.

ALEXANDER BAIN, the Inventor and Patentee, begs to acquaint RAILWAY DIRECTORS, and the PUBLIC generally, that he has, after several years' experimental application, PERFECTED the above INVENTIONS; and he can now state, with confidence, that his ELECTRIC TELEGRAPHS greatly surpass in simplicity, combined with efficiency and economy, everything of the kind yet offered to the public. The expense will be generally under £30 per mile, exclusive of instruments, which will cost £12 per station.

The Electric Clocks are exceedingly well adapted for railway stations, as well as for public buildings, offices, and private houses, as they keep the most accurate time, and require neither winding nor repairs, and are kept continually going by constant current of Electricity, derived from the earth.—Address,  
ELECTRIC CLOCK AND TELEGRAPH MANUFACTORY, EDINBURGH.

## THE PATENT SAFETY FUSE.

FOR BLASTING ROCKS IN MINES, QUARRIES, AND FOR SUBMARINE OPERATIONS.—This article affords the SAFEST, CHEAPEST, and most EXPEDITIOUS MODE of effecting this very hazardous operation. From many testimonies to its usefulness with which the manufacturers have been favoured from every part of the kingdom, they select the following letter, recently received from John Taylor, Esq., F.R.S., Esq.:—"I am very glad to hear that my recommendations have been of any service to you; they have been given from a thorough conviction of the great usefulness of the Safety Fuse; and I am quite willing that you should employ my name as evidence of this." Manufactured and sold by the Patentes, BICKFORD, SMITH, and DAVEY, of Exeter, Cornwall.

## GREAT BRITAIN MUTUAL LIFE ASSURANCE.

44, WATERLOO-PLACE, PALL-MALL, LONDON.  
THE CHISHOLM, Chairman.  
WILLIAM MORLEY, Esq., Deputy-Chairman.

GREAT ADVANTAGES OFFERED TO POLICY HOLDERS BY THIS INSTITUTION.  
The whole of the PROFITS DIVIDED annually among the MEMBERS, after payment of five annual premiums.

An ample guaranteed capital, in addition to the fund continually accumulating from premiums, fully sufficient to afford complete security.  
CREDIT given to MEMBERS for half the amount of the first five annual premiums without security.

CREDIT allowed to MEMBERS for the whole of the first five annual premiums, on satisfactory security being given for their payment.  
Transfers of policies effected and registered (without charge) at the office.

Claims on policies not subject to be litigated or disputed, except with the sanction, in each case, of a general meeting of the members.  
An extremely low rate of premium, without participation in the profits, but with the option, at any time within five years, of paying the difference between the reduced rates and the mutual assurance rates, and thus becoming members of the society, and entitled to a full participation in the profits.

Extract from the Reduced Scale of Rates, for an assurance of £100.  
Age. One Year. Seven Years. Whole Life.  
20 ..... £1 0 0 ..... £1 1 6 ..... £1 13 11  
30 ..... 1 2 9 ..... 1 3 3 ..... 1 3 2  
40 ..... 1 5 6 ..... 1 7 6 ..... 2 16  
50 ..... 1 15 0 ..... 2 1 6 ..... 3 4 1  
60 ..... 3 3 5 ..... 3 17 0 ..... 6 8 3

Full particulars are detailed in the prospectus.

A. R. IRVINE, Managing Director.

## VICTORIA LIFE ASSURANCE COMPANY.

No. 18, KING WILLIAM-STREET, CITY.  
DIRECTORS.  
Sir JAMES DUKE, Alderman, M.P., Chairman.  
BENJ. HAWES, Esq., Deputy-Chairman.

Benjamin Barnard, Esq.  
Charles Baldwin, Esq.  
D. Donkin, Esq., F.R.S.  
Aaron Goldsmid, Esq.  
James Law Jones, Esq.  
John Knill, Esq.

Thomas Newbitt, Esq.  
John Nulthoff, Esq.  
Charles Phillips, Esq.  
Major-General Robertson.  
Daniel Station, Esq.  
O. B. Woolsey, Esq.

THE ATTENTION OF ASSUREES is particularly directed to the detailed prospectus of this company. Assurances can be effected on a profit or non-profit scale, and for short periods at a very moderate rate. When on the life of another, the policy may be rendered secure, notwithstanding the life assured may go out of the limits of Europe without the necessary permission of the directors having been previously obtained—this plan makes a policy a valuable security.

Credit of half the premiums for the first five years allowed on policies effected for the whole term of life.  
Premiums may be paid annually, half-yearly, or quarterly.

Advances are made to insureds on real or undoubted personal security, for terms of years, repayable by instalments.  
WILLIAM RATRAY, Actuary and Secretary.

## THE TWENTY-FIFTH THOUSAND.

Just published in a single volume, 3s. and sent free for 3s. 6d.

**MANHOOD: THE CAUSES OF ITS PREMATURE DECLINE.**  
With plain directions for its perfect restoration; addressed to those suffering from nervous debility or mental irritation, followed by observations on the treatment of the class of diseases resulting therewith; illustrated with cases. By J. L. CURTIS and Co., consulting surgeons, 7, Fife-street, Soho-square, London.

Published by the authors; and sold by Strange, 21, Paternoster-row; Burgess, medical bookseller, 28, Coventry-street, Haymarket; Barth, 4, Brydges-street, Strand; Hamlyn, 63, Oxford-street; Mann, 39, Cornhill, London; Guest, Birmingham; Sowler, 4, St. Ann's-square, Manchester; Phillips, South Castle-street, Liverpool; J. Clancy, bookseller, 6, Bedford-row, Dublin; W. and H. Robinson, booksellers, Greenwald-street, Edinburgh; and sold in a sealed envelope by all booksellers.—Hours of consultation from Ten to Three, and Six to Eight in the evening.